



City of Kingsburg General Plan
Adopted February 2026





City of Kingsburg **General Plan**

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Prepared For:

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Chapter 1
Introduction



Chapter 1: Introduction

The City of Kingsburg General Plan is a policy document that sets the stage for future development in and around the City Limits. The General Plan presents a framework of goals and policies that responds to issues of relevance to the communities, strives to meet its imagined future, and maintains a high quality of life for its residents in the face of changing environmental, economic, and social circumstances.

The City of Kingsburg

Kingsburg’s origins are rooted in a distinct Swedish heritage, making its history unique among Central Valley communities. The town began in the early 1870s as "Kings River Switch," a stop along the (now) Southern Pacific Railroad, attracting Swedish settlers drawn by opportunities in farming, a favorable climate, and available land. The town’s name evolved over time, becoming “Kingsburg” in 1894.

Early economic activity centered on large wheat farms, which brought both prosperity and challenges, including a transient labor force and social unrest. By the mid-1880s, concerns over the town’s growing number of saloons prompted a civic movement for incorporation. In 1908, Kingsburg officially incorporated following a community-led campaign to regulate alcohol establishments.

By 1921, Kingsburg had become a predominantly Swedish American community, earning it the nickname “Little Sweden.” Today, Kingsburg embraces and preserves its cultural roots through Swedish-inspired architecture, public art, and community events, reinforcing its identity as the “Swedish Village” while continuously fostering new opportunities within the community.

The Kingsburg General Plan

The most recent comprehensive update to the Kingsburg General Plan was adopted in 1992. Subsequent amendments to the General Plan have been adopted, as needed, in response to specific requests and changes in legislative requirements for general plans. As required by the Government Code, the General Plan Housing Element was more recently updated in July 2024 as part of a coordinated effort with Fresno County and 12 of the 15 cities in Fresno County. This Multi-Jurisdictional Housing Element (MJHE) created a regional plan for addressing housing needs County-wide. The Kingsburg General Plan incorporates the adopted MJHE by reference. The 2025 update brings the General Plan into compliance with the most recent legislative requirements, including Senate Bill (SB) 375 (Climate Adaptation) and SB 1000 (Planning for Healthy Communities Act), among other legislative updates.

General Plan Planning Boundaries

The following terms have specific meaning when used to discuss local planning efforts. The boundaries described below refer to jurisdictional boundaries and describe areas of potential growth or expansion that could occur over the planning horizon. Each boundary is shown on **Figure 1-1: Planning Boundaries**.

City Limits

The city limits represent the jurisdictional boundary of the City of Kingsburg. As the City grows and new land is annexed into the city, the city limit boundaries will continue to grow over time. Within the city limits, General Plan policies are implemented, and the City's development regulations, including its Zoning Ordinance, are enforced.

Sphere of Influence

A Sphere of Influence (SOI) indicates an area of service provision and likely annexation by a city. It typically includes a greater area beyond the city limits and usually consists of unincorporated land administered by a county. The purpose of a SOI is to prevent overlapping jurisdictions among cities and duplication of services, thereby helping to ensure the efficient provision of services while also discouraging urban sprawl and the premature conversion of agricultural and open space lands. Local Agency Formation Commissions (LAFCos) for the counties determine SOIs for cities as well as other local governmental agencies. Kingsburg applies for SOI changes to the Fresno County LAFCo.

The Planning Area

The General Plan addresses all lands located within the city limits and areas beyond the city that, in the City's judgment, bear relation to its planning efforts. This entire area is referred to as the General Plan planning area and encompasses approximately 3,978 acres, or roughly six square miles, inclusive of public rights-of-way. The planning area includes the existing city limits and the SOI, which is contiguous with the planning area. Kingsburg has an interest in guiding land use and circulation decisions within the planning area because of the impacts that decisions made for these lands may have on quality of life in the City. The General Plan sets policy for the City's planning area in case of future annexation and to help coordinate long-term development policy with adjacent jurisdictions.

What is a General Plan?

A general plan is a comprehensive, long-range planning document that envisions how a community will grow and forms the basis of land use decisions. It reflects community values and establishes goals and policies for growth and development. A general plan addresses issues that impact the entire city, such as how land is used, where buildings are built, the location of roads, and the placement of parks along with safety, noise, and more. Every other planning document adopted by a city must be consistent with the goals and policies of the general plan.

What General Plans Do

- ✓ **Establish goals, policies, and action items.** General plans guide land use, circulation, and resource conservation for a community by defining goals, establishing policies, and determining action items for each of the required elements of the Plan.
- ✓ **Establish jurisdiction priorities.** General plans help prioritize action items to align with other community priorities.
- ✓ **Guide decision-making.** General plans are the basis for regulations and administrative procedures and help the city staff, planning commission, and city council make decisions regarding land use and

physical development. General plans also inform developers and the public at-large on the vision for the community and expectations for development.

What General Plans Don't Do

Just as important as understanding what general plans do is understanding what they don't do.

- ✘ General plans **do not implement themselves**. Other planning documents and activities, like the zoning ordinance and its enforcement, implement the policies established in the general plan. The general plan cannot directly answer every question about development during the lifetime of the plan, but it can provide the general policies that should govern the answer.
- ✘ General plan land use designations **do not zone land**. While both the general plan and zoning ordinance designate land uses, they do so in different ways. General plans maintain a long-term outlook and the general pattern of physical development. Zoning ordinances establish specific development standards such as allowed uses, building height, or setbacks.

Who Uses the Plan?

The City of Kingsburg General Plan provides foundational information and policy guidance for the entire community. Groups such as elected officials, City staff, developers, investors, community organizations, and the public at large will all be impacted by the goals, policies, and action items contained within the General Plan. Continued support and use of the General Plan by these groups is essential to the Plan's impact on Kingsburg's future.

Elected Officials. The City of Kingsburg's government officials uphold the Plan's principles through their actions and decisions. The City Council, the City's legislative body, adopts (and may amend) the General Plan with the Planning Commission's recommendation. The Planning Commission and the City Council ensure land use approvals and legislative actions are consistent with the goals and policies of the General Plan.

City Staff. City staff are key to the implementation of the General Plan. The General Plan is the basis for all land use and planning decisions and, accordingly, City staff are charged with carrying out many of the policies and action items found within each element.

Developers. Developers seek guidance from the General Plan regarding the desired form of the built environment, land use planning, connectivity, and context sensitive development practices that will help achieve Kingsburg's community vision. Development is required to be consistent with the General Plan and understanding the intent and vision behind General Plan policies will help inform and expedite the planning process for many private development projects.

Community Organizations. Community organizations can use the General Plan to advocate for the implementation of the community vision and guiding principles. Community organizations are considered key partners in implementing many of the policies found in the General Plan.

The Public. Kingsburg's residents helped shape the development of the community vision, guiding principles, and the land use plan. The people of Kingsburg are the experts on their community and should

continue to shape implementation of the General Plan through their advocacy, actions, and involvement in future opportunities for public participation.

General Plan Requirements

The California Government Code requires all California cities and counties to adopt a general plan. Government Code Section 65302 outlines nine required elements, or topic areas, that must be addressed in the general plan. These nine required elements are land use, circulation, housing, open space, conservation, noise, safety, air quality, and environmental justice. Additional State laws dictate topic areas that must be addressed within the general plan elements. Jurisdictions may also include optional elements based on local need or preference and may organize the plan in any way they see fit.

All elements incorporated into a city’s general plan carry the same legal weight and level of importance, regardless of whether they are required or optional. Additionally, each element must be fully integrated, meaning that all elements need to be internally consistent and compatible with one another.

While State law does mandate that specific content be addressed in general plans, it does not mandate how the content is organized within the general plan. This flexibility recognizes that each local agency should have discretion in determining what format and optional topics best fit its needs. The City of Kingsburg has taken advantage of this flexibility by combining elements with overlapping or closely related topics and through the establishment of elements that support the City’s community vision. **Table 1-1** demonstrates how each required element, as mandated by the Government Code, is addressed within the Kingsburg General Plan.

Table 1-1: Required Elements by General Plan Chapter

Kingsburg General Plan Chapters	Required Elements								
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	Air Quality	Environmental Justice
1: Introduction									
2: Community Vision									
3: Land Use	●				●				
4: Circulation	◐	●							
5: Housing			●						
6: Resource Management				●	●			●	●
7: Safety						●	●		
8: Community Health		●					●		●
9: Implementation									
Appendices							◐		◐

Legend:

- = Addresses element requirements pursuant to the Government Code.
- ◐ = Addresses or supports element requirements pursuant to the Government Code which are not addressed in the primary chapter.

Navigating the General Plan Document

General Plan Organization

The Kingsburg General Plan is organized around a series of focus areas, allowing the plan to address implementation of the community vision and guiding principles more directly and concretely. The chapters of the General Plan are as follows.

Chapter 1: Introduction provides an overview of the purpose, intent, and organization of the General Plan. This chapter also provides information related to navigating the General Plan, how to interpret the General Plan, the amendment process, and its relationship to other planning efforts relevant to the City of Kingsburg.

Chapter 2: Community Vision identifies the vision statement and five guiding principles for the City of Kingsburg, which informed development of the General Plan goals and policies.

Chapter 3: Land Use outlines the City's goals and policies related to the development, expansion, and preservation within the planning area. This chapter also contains key diagrams, including the Land Use Diagram.

Chapter 4: Circulation identifies the City's goals and policies for the circulation system, including roadways, multimodal and active transportation networks, truck routes, and public transit. This chapter also contains the City's Circulation Diagram.

Chapter 5: Housing is published under separate cover.

Chapter 6: Resource Management outlines the City's goals and policies addressing open space, natural resources, and public facilities.

Chapter 7: Safety presents the City's goals and policies for community safety, disaster preparedness, and emergency services. It also outlines policies to address hazardous materials, waste, hydrology, geological and seismic hazards, and climate adaptation.

Chapter 8: Community Health identifies goals and policies to reduce unique or compounded health risks in the areas of pollution exposure, safe and sanitary homes, food access, physical activity, promotion of public facilities, community involvement, and noise.

Chapter 9: Implementation identifies actions to implement the General Plan goals and policies and identifies entities responsible for each action.

Policy Chapter Organization

Chapters 3 through 8 of this General Plan contain the goals, policies, and action items related to the various policy topics covered by the Plan. Each policy chapter is made up of three primary components: goals, policies, and action items. Supplementary items, including an overview, diagrams and tables, and guidance text may also be included in each element. *Figure 1-2* illustrates how the following numbered elements for the policy chapters are integrated into the Plan layout. Items not demonstrated in the figure, but still present in each chapter, are not numbered.

Overview. Each element will include an overview section, wherein the intent of the element is described, along with a listing of the policy topics covered in the element.

Diagrams and Tables. Each element will have diagrams and tables that support the policy text.

- 1 Goals.** A goal is a general expression of the community vision for the future. It is typically not quantifiable, nor is it an action to be completed, but rather it is an end goal statement. All goals for each element are located at the beginning of the element, before the policies and action items are listed, because the policies included may support one or more goals.
- 2 Policies.** A policy is a specific statement that guides decision-making and helps to implement the General Plan.
- 3** Policies are organized by **Policy Topic**, which group similar policies together and allow the user to find topics of interest more easily.
- 4 Action Items.** Action items are specific procedures, programs, or techniques that carry out the policies of the General Plan. Action items should be quantifiable and provide clear direction to ensure clarity and the ability to monitor progress towards completion. Action items are linked to a specific policy.
- 5 Goal, Policy, Action Item Notations.** Notations have been included for select goal, policy, or action item statements to offer additional context for users of the General Plan. When a goal, policy, or action item has carried over from the previous General Plan or other City policy document, such as the Multi-Hazard Mitigation Plan, a notation “**PP**” has been included at the end of the statement, indicating that the statement was a previous City policy. While many of the previous General Plan policies have been integrated into this Plan, wording of the statements may have been changed to clarify the statement; however, the intent of the previous statement remains the same. If no notation is included, then the statement is new for this General Plan.
- 6 Guidance Text.** Some policies contain guidance text that provides additional information about a policy or policy topic but does not carry the same weight as the policy text itself. Guidance text may be located directly after each policy topic header or may be included after a specific policy or action item, as shown in *Figure 1-2*. It may include information such as local context, definition of terms used, explanation of why policy topics or policies are included, examples of what may be included as implementation of the policy, or any other explanatory text that assists in the implementation of the policy. Guidance text, which is shown in italics, should not be construed as policy language.
- 7 Cross References.** Similar policies have been organized into policy topic areas; however, some topics may be addressed within more than one chapter. In those instances, a cross reference is provided to guide the reader to additional policies that may cover similar content in a different chapter or policy topic area. These cross references are included to assist the reader navigate the General Plan but may not capture all possible references.

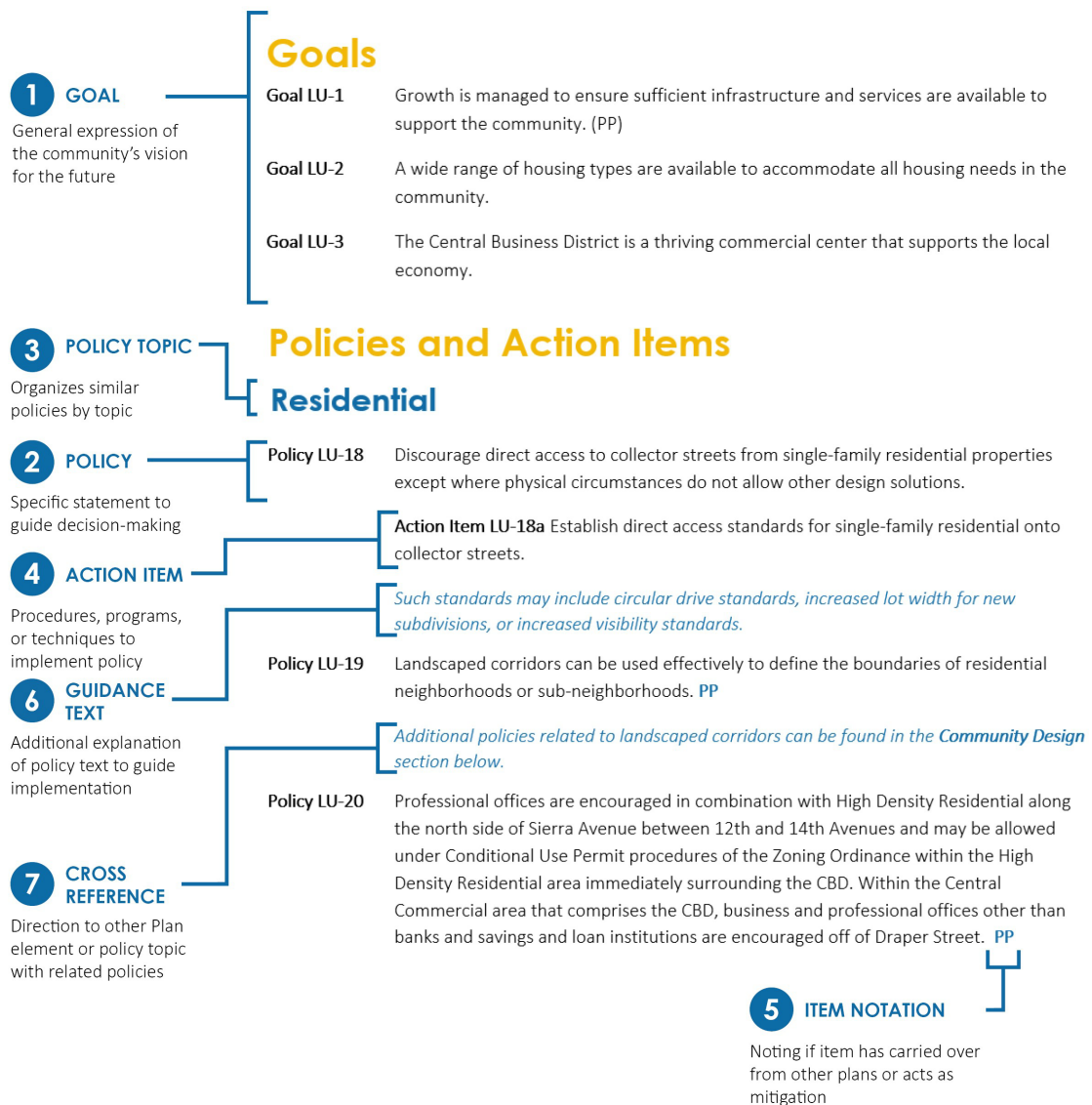
Example Components

Goal. A connected active transportation network.

Policy. Accommodate pedestrian and bicycle facilities along all roadways.

Action Item. Review and update public works standards to ensure adequate sidewalk and bike lanes.

Figure 1-2: Sample Layout of Policy Chapter



How to Interpret the General Plan

Throughout the Kingsburg General Plan, there will be several directives or terms of approximation which will help the reader interpret the intent of the policies in each element as well as direction on the intended use of specific terms in the Plan. Implementation of the General Plan is also subject to different, and often competing, priorities as well as funding availability, as noted below.

Directive Terms

Terms such as “shall”, “require”, and “must” indicate directive, rigid, or absolute statements. Terms such as “should”, “encourage”, and “may”, while still directive, are flexible and less absolute.

Language of Approximation

Terms such as “about,” “approximately,” or “roughly” are intended to be used flexibly and do not represent a specific amount or mandate ratios or margins of variation.

Definitions of Terms

Where terms may have an intended use or meaning in the context of the General Plan, definitions or clarifying language have been provided, typically as guidance text, to assist in the interpretation of the goals, policies, and action items contained in the Plan. Such language is intended to provide further explanation where helpful for the reader while still providing for flexibility in the application of terms through implementing policy documents, regulations, or standards, as appropriate, to meet the intent of this Plan.

Priorities and Implementation

Policies and action items should be prioritized for implementation based on current priorities of the City. When multiple priorities compete, decision-makers should use discretion and their understanding of local context to inform priority level. Additionally, all directives in the General Plan policies and action items are understood to take place only in the event there are available funding sources. As funding becomes available, decision-makers will use their discretion to implement policies based on contextual factors such as priority level, cost, and budget availability.

Amendments to the General Plan

For the General Plan to remain a relevant, effective guide for decision-makers, developers, and the community, it is important that the document accurately reflects community goals and values. As time passes, changing local conditions and legislative updates may necessitate the General Plan be updated to reflect those changes. The process to do so is through a General Plan Amendment. To accommodate this process, California allows any mandatory element of a general plan to be amended up to four times per calendar year; an optional element may be amended as needed without limitation. Amendments to Kingsburg’s General Plan require action by the City Council following review and recommendation from the Planning Commission.

Relationship to Other Planning Efforts

The Kingsburg General Plan acts as the primary policy document for guiding development in the planning area. However, the General Plan does not operate in isolation. Regional planning documents help inform the General Plan’s policies and provide context for local growth and include the Fresno Council of Governments Regional Transportation Plan/Sustainable Community Strategy and the San Joaquin Valley Blueprint.

General Plan Implementation

While this General Plan includes policies and action items to guide Kingsburg’s growth and decision-making, it is not intended to answer every question that will be faced by the City over the lifetime of the Plan. The General Plan relies on other local documents, such as the City of Kingsburg’s Municipal Code, infrastructure plans, and public works standards to implement its goals and policies and future work will be needed to fully implement this General Plan, as identified in **Chapter 9: Implementation**.



Chapter 2
Community Vision



Chapter 2: Community Vision

The community vision for Kingsburg establishes the basis for the goals and policies in the following General Plan and is expressed through a vision statement and a series of guiding principles. It is a declaration of the kind of community that Kingsburg wants to be in the future and provides the framework for understanding the intent and long-term vision of Kingsburg.

The vision statement describes the values and aspirations for Kingsburg in the future. It identifies key characteristics necessary for achieving and sustaining what is important to the community. The vision statement is supported by five guiding principles, statements that together contribute to the larger community vision and provide more specific guidance for general plan goals and policies.

Vision Statement

Kingsburg is a safe and welcoming community that offers a unique cultural experience, supports a resilient and thriving economy, and grows thoughtfully and responsibly.

Guiding Principles

The following statements support the City's vision statement. They implement the broader community vision and inform the goals and policies of the General Plan.

Kingsburg is a safe community. Kingsburg provides the infrastructure and services necessary to maintain a safe community.

Kingsburg provides a unique experience. Kingsburg provides a unique experience to residents and visitors, celebrating the past while fostering new opportunities within the community.

Kingsburg's economy is thriving. Kingsburg supports businesses that provide jobs, goods, and services for community residents.

Kingsburg develops thoughtfully. Kingsburg expands when necessary to provide new opportunities for growth while maintaining quality services to existing neighborhoods.

Kingsburg has well-maintained parks and trails. Kingsburg's parks are safe, accessible, and connected to the community they serve.





Chapter 3
Land Use



Chapter 3: Land Use

Overview

The land use element is what people typically think of when they think of the “plan” for the City and is often considered the heart of a General Plan. This land use element establishes 11 land use designations for residential, commercial, industrial, and public facilities that will guide development not only within the City’s limit, but throughout its planning area as the City grows. The land use goals and policies in this element provide direction on how each of these land use designations should develop, including the density (dwelling units per acre) and intensity (site area coverage) of development allowed within each designation. As the density and intensity standards for each land use designation are applied to future development projects, properties will gradually transition from one use to another to align with the intent of the General Plan.

Land Use Policy Topics

Policies contained in this element are organized into the following policy topic areas:

- Land Use and Zoning Compatibility.....13
- Growth Management.....17
- Residential18
- Commercial19
- Industrial.....20
- Public Facilities20
- Community Facilities20
- Agriculture21
- Community Design21
- Central Business District.....22
- Parks and Open Space22
- Historic and Cultural Resources23

Land Use Diagram

The Land Use Diagram (*Figure 3-1: Land Use Diagram*) shows where each of the 11 land use designations are located within the City’s planning area. Land use descriptions and density and intensity standards for each land use designation are outlined in *Table 3-1: Land Use Designations and Consistency Matrix*. Density is the number of residential dwelling units per acre of land, expressed as dwelling units per acre (du/ac). Intensity is used for non-residential uses and is measured as site coverage. It is a measurement of a building’s footprint in relation to the size of the lot or parcel the building is located on. The site coverage is calculated by dividing the area of a building footprint by the total area of the lot upon which it is built.

Goals

- Goal LU-1** Growth is managed to ensure sufficient infrastructure and services are available to support the community. **PP**

- Goal LU-2** A wide range of housing types are available to accommodate all housing needs in the community.

- Goal LU-3** The Central Business District is a thriving commercial center that supports the local economy.

Policies and Action Items

Land Use and Zoning Compatibility

Land uses established by the General Plan are implemented by other local regulatory documents, primarily the Zoning Ordinance. The Zoning Ordinance sets specific standards for what types of uses can locate within a certain land use designation, as well as standards for site and building design. Because the General Plan and Zoning Ordinance work together to regulate development activity, zoning is required to be consistent with the General Plan.

California jurisdictions are also required to consult with the United States Military if planned land uses could interfere with military operations. A search of the California Military Land Use Compatibility Analyst (CMLUCA), a mapping tool developed by OPR to identify military facilities confirmed that the planning area does not fall within military air space, training areas, or bases.

Policy LU-1 Development shall occur in accordance with the planned land uses as shown on *Figure 3-1: Land Use Diagram*.

Policy LU-2 Density and intensity standards for each land use designation are shown in **Table 3-1: Land Use Designations and Consistency Matrix**. Consistent zoning districts determined to be compatible with the identified land use designation are also included in **Table 3-1**. Other zoning districts may be determined to be consistent with a land use designation based on compatibility with the intent of the designation and its specified density or intensity standards. Such density range or intensity standard shall be calculated based on gross acres.

While density ranges and intensity standards for properties shall be determined based on gross acres, which is the entire acreage of the property, other policies within this General Plan may specify the reduction of certain property acreage to demonstrate compliance with a policy's specific requirements. Gross acreage is the entire acreage of the property. In calculating gross acres, the City may reduce acreage by major roadway or open space areas.

Policy LU-3 For a plan amendment and/or rezoning request, the City may require submittal of supplemental information to determine the need for the plan amendment or rezoning.

Supplemental information would be in addition to the items required for submittal at the time of application for a plan amendment or rezoning request.

Policy LU-4 The overall maximum density of the land use designation shall not be exceeded, except when a project is eligible for increased density per the State Density Bonus Law.

Policy LU-5 Residential developments may use the average density across the total project site to meet density requirements, so that development may be clustered at higher densities in certain areas, so long as the project total does not exceed the maximum density permitted by the General Plan.

The total project site includes the entire area developed for a particular project, which may include land dedicated to public right-of-way or open space. When a project is developed in phases, all phases may be considered as part of the total project site.

Table 3-1: Land Use Designations and Consistency Matrix

Designation	Description	Density ¹ /Intensity	Consistent Zones
Residential			
Low Density Residential (LDR)	Low density residential is primarily characterized by single-family detached housing. Lot sizes typically have a minimum area of 7,000 sq. ft.	3-6 du/ac	R-1-7 R-1-10 R-1-20
Medium Density Residential (MDR)	Medium density residential is primarily characterized by small lot, zero lot line, and multi-plex, patio homes on small lots with reduced front yard setbacks, garden apartments, condominiums, townhouses, and mobile homes in mobile home parks. This designation provides a transition between lower and higher density residential areas throughout Kingsburg.	7-15 du/ac	RM-3 RM-5.5 RM-MH-5.4
High Density Residential (HDR)	High Density residential is programmed in the residential areas surrounding the Central Business District. The intent of the designation is to encourage multi-family development within walking distance of downtown.	16-22 du/ac	RM-2.5 RM-2 PO
Commercial			
Central Commercial (CC)	The Central Business District (Central Commercial on the GP Diagram) remains as the center for retail commercial, business and financial services, dining, and entertainment. This designation supports the application of a Swedish Village architectural theme to the Central Business District and encourages the development of second floor residential uses with ground floor commercial development.	1 to 3 stories 90% site area coverage (max) Up to 25 du/ac	CC
Highway Commercial (HC)	Highway Commercial is limited to businesses and services that rely on visibility from highways and/or serve the needs of the traveling public and residents or the surrounding agricultural area. It is intended to encourage the development of open, uncrowded and attractive projects that will enhance the freeway interchanges and major thoroughfares at which they are located. Residential uses may also be permitted in some areas planned Highway Commercial.	1 to 3 stories 60% site area coverage (max) Up to 22 du/ac	CH CS
Industrial and Public Use			
Light Industrial (LI)	Light industrial provides for uses such as a business park, research and development, low intensity warehousing, fabricating, assembly, and other such similar industrial uses, which are typically conducted indoors. Areas designated for industrial use are intended to take advantage of rail and freeway access.	1 to 4 stories 90% site area coverage (max) ²	IL IP CS
Heavy Industrial (HI)	Heavy industrial provides for uses such as manufacturing, fabricating, process, assembling, wholesale and storage uses, trucking terminals, and quasi-public and utility structures and facilities. Heavy industrial often requires exposed or unenclosed processing and storage of uncovered	1 to 4 stories 90% site area coverage (max) ²	IH IP CS

Designation	Description	Density ¹ /Intensity	Consistent Zones
	materials or equipment. Areas designated for industrial use are intended to take advantage of rail and freeway access. Heavy Industrial areas are limited to existing industry at the northeast corner of Kamm Avenue and Golden State Boulevard, and the northwest and northeast quadrants of the 18 th Avenue and Freeway 99 interchange, east of the railroad.		
Public Facilities (PF)	Public Facilities include park and recreation areas, public schools, government offices and utility service yards, drainage basins, hospitals, charities, churches and religious institutions.	1 story 10% to 90% site area coverage (max) ³	-
Resource Conservation and Open Space			
Agriculture (AG)	The Agriculture designation permits continued agricultural production until property is annexed to the City limits. It is intended that the designation would be updated to an urban use prior to or at the time the property is annexed.	Limited to incidental and accessory structures, such as a farm house or barn	RCO RA
Open Space (OS)	The Open Space designation covers a variety of open space land uses including outdoor recreation and park space, as well as preservation of natural resources.	-	RCO
Urban Reserve (UR)	The Urban Reserve designation permits continued open space or continued agricultural production until property is annexed to the City limits. preserves open space prior to development and is intended to be updated to an urban use prior to or at the time the property is annexed.	-	UR

du/ac = dwelling units/acre

Notes:

¹ Residential density that fall between the designated range of two land use designations may be compatible with either designation.

² Lot coverage maximum is calculated based on the area of a site excluding off-street parking and loading areas.

³ Up to 10% for parks and recreation; up to 20% for schools; up to 90% for government offices, utility services, medical facilities, and religious facilities.

Growth Management

*Growth management strategies encourage the orderly development of land to effectively manage municipal service expansion and maintain services for existing development. Additionally, they aim to balance growth with demand for new development, reducing the premature conversion of farmland and other natural resource and open space areas. Additional policies related to surrounding agricultural areas can be found in **Agricultural Resources**.*

Kingsburg has adopted a growth management ordinance to effectively manage residential growth while meeting the requirements of state legislation. Policies in this topic area outline how Kingsburg will use its growth management strategy to manage development over time through implementation of its growth management ordinance.

Policy LU-6 The City shall maintain an average annual housing growth rate of approximately 3.0%. For record-keeping purposes, the date associated with a development shall be the date when an entitlement for residential development is first approved by the City, including Tentative Subdivision Maps, Planned Unit Development, or developments approved under Site Plan Review. This does not include General Plan Amendments. Up to 100 senior citizen housing units may be added to the basic annual housing allocation, renewable every five years if utilized, provided that 20% of senior units are considered part of the basic 3% allocation. This additional allocation may be adjusted by the Planning Commission if demand necessitates. **PP**

Policy LU-7 The Community Development Department shall maintain a list of approved projects, including any construction phasing limitations. Each new residential development proposal shall be added to the list in the order that completed applications are approved by the City. **PP**

Policy LU-8 Any entitlement for housing development which has been approved by the City shall lose its position on the list of approved projects under any one of the following conditions:

- If, in the case of a subdivision, a Final Map for one or more phases of development has not been recorded and a subdivision agreement with the City has not been approved by the City Council within 18 months following the date of approval of the Tentative Subdivision Map. Meeting this time limit requires all maps and documents required for City Engineer review and approval to have been submitted to the City Engineer no later than 15 months after the date of approval of the Tentative Subdivision Map.
- If, in the case of a parcel map, a Final Map has not been recorded within 18 months following the date of approval of the Tentative Parcel Map.
- If, in the case of any other type of residential entitlement, all engineering and related plan approvals have not been submitted to and approved by the City, all required

fees have not been paid, or building permits have not been issued for more than five housing units. **PP**

Policy LU-9 The Community Development Department shall maintain and control the housing allocation process through the issuance of building permits. **PP**

Policy LU-10 Avoid the premature conversion of agricultural lands outside of the City limits which have been designated as Urban Reserve or Agriculture on the General Plan Diagram (*Figure 3-1*). These lands are intended to be held for future urban development. Prior to, or concurrent with, annexation, such lands shall be redesignated for urban development through a General Plan Amendment. **PP**

Action Item LU-10a Urban improvements and service extensions into agricultural areas shall be used to control the timing and direction of fringe development.

Residential

Policy LU-11 Multi-family projects shall include landscaped open space in addition to any yard areas required by the zoning ordinance. Additional open space shall be developed for the common recreation of tenants. Example facilities may include tot lots for pre-school children or passive recreation areas such as picnic tables or shaded sitting areas. **PP**

Policy LU-12 Appropriate ornamental walls, street trees, shrubs, and automatic irrigation shall be required as a condition of approval for residential subdivisions and other types of development designed to back on to arterial or collector streets. **PP**

Policy LU-13 Multiple story residential developments shall be constructed to minimize potential compatibility and privacy issues with directly adjacent properties in the Low Density Residential designation. **PP**

Action Item LU-13a Adopt objective design standards related to building elevations, window locations, balconies, and air conditioning units above the first story.

Policy LU-14 Flexibility should be allowed in the amount of off-street parking required for senior housing where adequate open space is provided to permit an eventual ratio of two off-street parking spaces per unit if the development is eventually converted to units that are no longer intended for senior citizens. **PP**

Policy LU-15 Provide sufficient off-street parking for multi-family residential projects.

Action Item LU-15a Review and, if necessary, update code requirements for multi-family residential projects to provide one space of off-street visitor parking for every four units. Permit on-street visitor parking to be substituted for off-street parking at a ratio of one space per eight units. **PP**

Action Item LU-15b Review and, if necessary, update code requirements for multi-family residential projects to require at least half of off-street parking spaces to be covered by a garage or carport. **PP**

Policy LU-16 Site development and maintenance required landscaping shall be in accordance with a comprehensive landscape development plan, including automatic irrigation. **PP**

Policy LU-17 Residential expansion should reflect the considerable variety of housing types that comprise the regional residential market, including single- and multi-family housing and a variety of densities. **PP**

Policy LU-18 Discourage direct access to collector streets from single-family residential properties except where physical circumstances do not allow other design solutions.

Action Item LU-18a Establish direct access standards for single-family residential onto collector streets.

Such standards may include circular drive standards, increased lot width for new subdivisions, or increased visibility standards.

Policy LU-19 Landscaped corridors can be used effectively to define the boundaries of residential neighborhoods or sub-neighborhoods. **PP**

*Additional policies related to landscaped corridors can be found in the **Community Design** section below.*

Policy LU-20 Professional offices are encouraged in combination with High Density Residential along the north side of Sierra Avenue between 12th and 14th Avenues and may be allowed under Conditional Use Permit procedures of the Zoning Ordinance within the High Density Residential area immediately surrounding the CBD. Within the Central Commercial area that comprises the CBD, business and professional offices other than banks and savings and loan institutions are encouraged off of Draper Street. **PP**

Commercial

Policy LU-21 Commercial site boundaries adjacent to residential areas shall be visually screened with ornamental masonry walls and landscaping. **PP**

Policy LU-22 All outdoor storage areas shall be visually screened with ornamental fencing or walls, as well as landscaping. **PP**

Policy LU-23 Require the planting of shade trees with substantial canopies within off-street parking areas.

Action Item LU-23a A general ratio of one tree per five spaces, placed throughout the parking area and bays to ensure a minimum of 50% shade of non-landscaped areas, shall be implemented. All landscaping shall be served by automatic irrigation. **PP**

Policy LU-24 Adjacent parking areas for large commercial developments should be designed to allow interconnection and flow of traffic between these facilities. Access easements and agreements should be obtained during the development process. Generally permit Service Commercial uses along arterial and collector streets in Highway Commercial, Light Industrial, and Heavy Industrial land use designations.

Industrial

Policy LU-25 Ensure there is sufficient long-term availability of industrial land to expand the City's economic base and capability for meeting the ongoing costs of public services required by the community. **PP**

Action Item LU-25a Periodically review availability of industrial land for new or expanded development opportunities.

Policy LU-26 Industrial development proposals should be located, when possible, within industrial parks that are compatible in terms of operational characteristics, aesthetic qualities, utility service requirements, and street circulation. **PP**

Policy LU-27 Industrial sites shall be subject to the same standards as commercial sites for visual screening with ornamental walls, screen fencing, landscaping, street trees, frontage landscaping, and parking lot landscaping. **PP**

Policy LU-28 The installation of off-premise advertising signs shall only be permitted within Industrial zone districts. **PP**

Public Facilities

*For policies related to provision of public facilities, see the **Storm Drainage** section in the **Resource Management** element.*

Community Facilities

Policy LU-29 Medical and health care facilities should be located close to the residential areas they serve. Medical facilities should also be accessible from the freeway and via the City's arterial streets. **PP**

Policy LU-30 Medical and medical-related offices; hospitals; clinics; laboratories; and rehabilitation, convalescent, and nursing centers should be in close proximity to each other wherever possible. Such facilities should not be located within the core of the Central Business District (CBD). **PP**

*Additional policies related to medical offices are located in **Access to Public Facilities and Health Care**.*

Policy LU-31 Churches and other religious facilities should be located along arterial and collector streets to ensure convenient access from residential neighborhoods and their location in an environment compatible with religious service functions. The need for religious facilities should be considered during the subdivision review process. The development of religious facilities, including offices, in the Central Business District (CBD) is discouraged. **PP**

Agriculture

*For policies related to agriculture, see the **Agricultural Resources** section in the **Resource Management** element. Additional policies related to development of agricultural land can be found in the **Growth Management** section above.*

Community Design

Policy LU-32 The visual interface between commercial/industrial areas and residential areas shall be designed and developed so as to avoid obtrusive visual impacts of commercial or industrial activities on nearby residential areas. **PP**

Policy LU-33 Consider the visual and noise impacts of existing and future traffic levels on land uses adjacent to SR 99 when approving development applications and planning land use designations. **PP**

Policy LU-34 Retain existing trees within the right-of-way and plant new street trees in accordance with the City's Master Street Tree Plan and Street Tree Ordinance. Implement the Master Street Tree Plan along all arterial and collector streets, within the Central Business District, and along streets leading to major public facilities such as schools and government offices. **PP**

Action Item LU-34a Adopt a City Master Street Tree Plan.

Policy LU-35 All development projects subject to Site Plan Review shall also provide a landscaped buffer around the project site. **PP**

Policy LU-36 Landscaped corridors which serve as buffer zones between types of land use (e.g., between residential and commercial, residential and industrial, and public and commercial/industrial) may be multi-purpose by providing visual screening, noise attenuation, and recreation area. When located at the periphery of industrial areas, the corridor often is landscaped for pedestrian use by walking and jogging employees during various work breaks. When located at the periphery of a multi-family complex, the corridor can become a lineal recreation corridor (depending on width). Widths typically would vary from 20' to 50'. **PP**

Policy LU-37 Landscaped corridors serve the public well when located along an area of natural character and beauty. Since the urban area is lacking in such areas, corridor location will

be limited to use along sections of the Kings River where public access to the river environment is proposed. Widths typically would vary from 100' to 300'. **PP**

Policy LU-38 On-premise signs shall be designed and located to avoid visual chaos and confusion within commercial and industrial areas. **PP**

Central Business District

Policy LU-39 Street trees and frontage landscaping with automatic irrigation shall be provided for all commercial areas outside of the Central Business District (CBD) and may be required by the City within the CBD. **PP**

Policy LU-40 Major features for the CBD would include the following:

- Application of an architectural review process for all new building and remodeling.
- Development of central and bordering streets as landscaped corridors. Examples of design features include angle parking, mid-block crosswalks, street furniture, and tree plantings and complementary building facades.
- Use of recirculating bodies of water and fountains as landscape features.
- Off-street parking to satisfy the need for all-day static parking of owners, managers, and employees of downtown businesses and public service activities, in order to release on-street and off-street spaces for customers close to places of business.
- Encouragement of residential use above the ground floor in support of the CBD as a major activity center during evenings.
- Encouragement of business and medically-related office development at the periphery rather than at the core of the CBD. **PP**

Policy LU-41 Protect and enhance the Central Business District as a critical element of Kingsburg's identity and small-town character. **PP**

Action Item LU-41a Continue the Swedish motif already prominent in downtown Kingsburg through implementation of the Design Guidelines. **PP**

Action Item LU-41b Establish standards for downtown commercial building façade enhancements and restorations.

Parks and Open Space

Policy LU-42 Develop an open space network that includes neighborhood and community parks, recreation corridors throughout Kingsburg, and specialized recreation facilities such as golf courses or swimming pools. **PP**

- Policy LU-43** Prepare a Parks Master Plan, to include the following standards for neighborhood and community parks.
- Develop neighborhood parks around school sites with play space for children aged 5-13 alongside space for pre-school age children. A neighborhood park should serve a population of about 2,500 within walking distance of the neighboring homes. Develop neighborhood park space at a standard of 2.7 acres per 1,000 people. Neighborhood parks may be developed in conjunction with school sites or on separate lots. Neighborhood parks should be between 3 and 5 acres. **PP**
 - Develop community parks to serve the entire City at a standard of 3.0 acres of developed community park space per 1,000 people. Features of the park may include sport fields and courts, a swimming pool, a community center building, picnic areas, and areas of natural beauty. **PP**
- Policy LU-44** Utilize a broad range of funding and economic development tools to ensure high quality development, maintenance, and programming of the City parks, trails, and recreation system.
- Policy LU-45** All residential projects shall be subject to the payment of park development impact fees, with specific fee costs reviewed and adopted by the City Council.

Historic and Cultural Resources

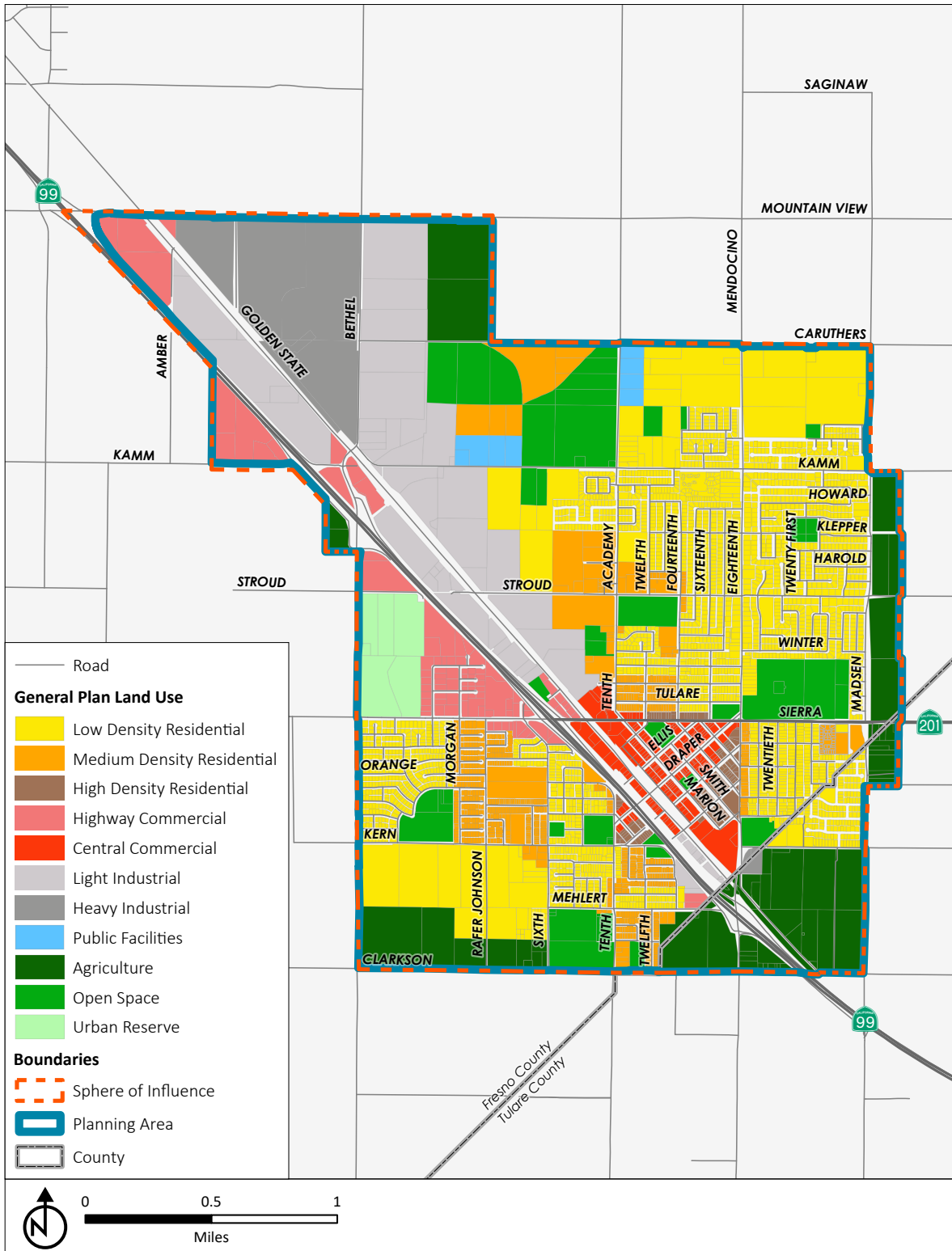
Cultural resources can refer to prehistoric and historic archaeological sites, architectural properties like buildings, bridges, and infrastructure, and locations significant to Native Americans. There are no known historical resources within the Kingsburg planning area.

- Policy LU-46** All construction shall cease, and the Community Development Director and City Engineer shall be notified immediately if any prehistoric, archaeological, or fossil artifact or resource is uncovered during construction. All construction shall immediately stop and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained, at the applicant's and/or successors-in-interest's expense, to evaluate the find(s) and recommend appropriate action according to Section 15064.5 of the California Environmental Quality Act (CEQA) Guidelines. If avoidance is infeasible, other appropriate measures would be instituted. Work may proceed on other parts of the project subject to direction of the archaeologist while assessment of historic resources or unique archaeological resources is being carried out.

Policy LU-47 All construction shall cease if any human remains are uncovered, and the Community Development Director, City Engineer and Fresno County Medical Examiner and Coroner shall be notified in accordance to Section 7050.5 of the California Health and Safety Code. If human remains are determined to be those of a Native American or has reason to believe that they are those of a Native American, the Native American Heritage Commission shall be contacted, and the procedures outlined in California Environmental Quality Act (CEQA) Section 15064.5(e) shall be followed.

Diagrams

Figure 3-1: Land Use Diagram



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Chapter 4
Circulation



Chapter 4: Circulation

Overview

The circulation element’s goals and policies guide the efficient movement of people and goods within the planning area, with a specific focus on improving mobility options. Mobility concerns all modes, or the “how,” of transportation that enable a person to move from point A to point B, such as walking, bicycling, driving, or taking public transportation. Along with modes, mobility also considers the purpose, or “why,” of a trip, such as getting to work or school, taking a trip to a commercial center or other neighborhood, delivering goods, or exercising by foot or bicycle. Planning a transportation system for efficient mobility that addresses both the how and why and provides for as many options as possible. The goals and policies specifically promote the development of complete streets, which designs, builds, and maintains streets that enable safe access for everyone, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Circulation Policy Topics

Policies contained in this element are organized into the following policy topic areas:

- Circulation Network.....27
- Roadway Design29
- Goods Movement and Truck Routes.....31
- Regional Coordination31
- Active Transportation.....32

Effective transportation planning for a city also calls for active coordination with the transportation planning of regional entities, which, for the City of Kingsburg, include the California Department of Transportation (Caltrans), the Fresno Council of Governments, and Fresno County. Either by their planning or operation, these entities play a role in serving or supporting the City’s circulation network. Transportation planning also calls for consideration of investment in the City’s infrastructure. The circulation element discusses options for financing infrastructure improvements, which facilitate and further the goals and policy of this element.

Table 4-1: Street Classifications and Descriptions

Street Type	Description
Freeway	Freeways carry regional traffic through the community with access only at interchanges with major streets.
Expressway	The Expressway street type applies to portions of Golden State Boulevard. It is a multi-lane divided facility with through-traffic function connecting Kingsburg, Selma, Fowler, and Fresno.
Arterial	Arterials are the principal network for cross-town traffic and connect major areas of traffic generation with important county roads and state highways. They provide for distribution and collection of through traffic to and from collector and local streets.
Collectors	Collectors provide for traffic movement between arterial and local streets, within and between neighborhoods and major activity centers, and provide limited direct access to abutting properties.
Local Streets	Local streets provide direct access to properties and discourage excessive speeds and volumes of traffic that would be incompatible with the neighborhoods served by the roads. They are developed as a network of multiple, well-connected routes and traffic calming measures.

Goals

- Goal CI-1** Kingsburg’s streets are a safe and enjoyable environment for pedestrians, cyclists, motorists, and people of all ages and abilities.
- Goal CI-2** The circulation system is safe, connected, and well-integrated with public transit and neighboring jurisdictions.
- Goal CI-3** Goods movement throughout the planning area is efficient and safe.
- Goal CI-4** The circulation system is adequately maintained.
- Goal CI-5** Safe, well-designed, multi-modal connections exist across State Route 99, Golden State Boulevard, and the Union Pacific Railroad.
- Goal CI-6** Opportunities for physical activity, such as walking and biking, are integrated into the built environment.
- Goal CI-7** Maintain good level of service for all transportation facilities.

Policies and Actions Items

Circulation Network

Policy CI-1 Design and construct a multimodal circulation system as shown on *Figure 4-1: Circulation Network*.

Action Item CI-1a Establish and implement a Roadways Master Plan that addresses the following:

- Identification of design standards, and exceptions to those standards where deviations are appropriate, for the roadway network. Design standards should include pedestrian, bicycle, public transit, and vehicular accommodations to ensure the circulation network is designed for complete streets.
- Identification of Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies for improving efficiencies in the circulation system for all modes of travel.

Action Item CI-1b Consider additional funding sources, beyond public funding, to address deficiencies in arterial, collector, and local streets. **PP**

Policy CI-2 Streets are designed and planned according to the functional classifications listed in *Table 4-2: Street Types*.

Action Item CI-2a Review and update public works standards, as needed, to ensure streets develop as outlined in *Table 4-2: Street Types*.

Table 4-2: Street Types

Street Type	Design Requirements	Street Designation	Right-of-Way ¹
Freeway	Not applicable. The design of State Route (SR) 99 is within the jurisdiction of Caltrans. Improvements to interchanges may be implemented by the City in coordination with Caltrans.	SR 99	-
Expressway	Expressways shall be developed with a minimum right-of-way of 100 feet, to include four to six travel lanes and access restricted to 2-mile intervals.	Golden State Boulevard (northwest of Stroud Avenue)	100'
Arterial	Arterials shall be developed with a minimum right-of-way of 84 feet, to include four travel lanes with left turn lanes provided at intersections, as well as parking and bike lanes. Traffic signals should be placed at no closer than ¼-mile intervals unless conditions warrant additional signalization to improve traffic flow.	<u>North-South</u> Bethel Avenue 10 th Avenue (Draper to Clarkson) N. 10 th Avenue (Sierra to north urban limit) Draper Street (S. 10 th to Sierra/18 th) 18 th Avenue Madsen (Avenue 396 to north urban limit) Simpson Street (south of Stroud) <u>East-West</u> Kamm Avenue (SR 99 to Madsen) Stroud (Golden State to Madsen) Sierra (Bethel to Madsen) Simpson (Golden State to south County line) Kern Street (10 th to west City Limit) Clarkson (18 th to west City Limit)	84'
Collector	Collectors are designed to have an 84-foot to 96-foot right-of-way width that allows two to four travel lanes, depending on the volume of traffic. Some Collectors in areas of heavy pedestrian use may deviate from these standards or utilize a narrower right-of-way to accommodate existing development patterns. Parking and bicycle lanes are also accommodated on Collectors.	<u>North-South</u> Rafer Johnson Drive (Sierra to Clarkson) S. 6 th Avenue (Draper to Clarkson) S. 10 th Avenue (Draper to Orange) 14 th Avenue (Klepper to Sierra) Earl Street (18 th to California) Gilroy Street (18 th to Marion) <u>East-West</u> Klepper (east of 18 th) Marion (Sierra to Gilroy) Lincoln (Sierra to 18 th) Orange (S. 6 th to S. 10 th) Mehlert (Greenwood to SR 99)	60'-66'

Street Type	Design Requirements	Street Designation	Right-of-Way ¹
Local Street	Local streets shall have a minimum 60-foot right-of-way with two travel lanes and parking. Local streets may be reduced in width when it can be demonstrated that projected traffic flows can be accommodated. Local public streets should not be reduced to less than 36 feet between curbs. (New)		
Alley	Alleys serve a dual purpose of providing off-street parking, pedestrian access, and public space. Commercial alleys should be widened to 20' when new site development occurs. Residential alleys should be 16' with no parking allowed.		16'-20'

¹ Some flexibility in the right-of-way may be permitted by the City based on specific street design segments.

Roadway Design

- Policy CI-3** Adopt street design standards based on the roadway classifications outlined in *Table 4-2* and including Boulevard standards appropriate for Simpson Street that accommodate up to six lanes based on required traffic capacity. Boulevards should require a landscaped divider between intersections, left turn lanes at each intersection, and sufficient right-of-way to accommodate landscaped corridors along either side. Intersections and driveways should be limited and on-street parking should be prohibited. **PP**

- Policy CI-4** Encourage a Level of Service (LOS) "C" throughout the local circulation network. LOS "D" may be allowed during peak hours at intersections of major streets, at State Route 99 interchanges, and along street segments where additional improvements are not feasible. LOS "D" may also be allowed along streets with the potential for a high level of pedestrian and bicyclist activity.

- Policy CI-5** Limit direct access to arterials and collectors from residential development except where other design solutions are deemed impossible. **PP**

- Policy CI-6** Limit local street length to 600 feet unless interrupted by an arterial or collector street. **PP**

- Policy CI-7** Collector streets may be designed based on existing conditions, projected traffic counts, and City discretion. Two design standards are appropriate, one with an 84' right-of-way with two 12' travel lanes, a 14' center turn lane, two 8' parking lanes, two 5' bike lanes, two 5' planting strips, and two minimum 5' sidewalks or a 96' right-of-way with four travel lanes (two 12' interior lanes and two 13' outside lanes), two 8' parking lanes, two 5' bike lanes, two 5' planting strips, and two minimum 5' sidewalks. **PP**

Action Item CI-7a Permit design flexibility in collector streets to accommodate specific projects, including Planned Unit Developments, and emergent safety and design strategies. **PP**

Action Item CI-7b Permit flexibility in collector street sections and design standards during the development review process based on factors such as existing conditions, proximity to schools, or the prominence of pedestrian activity in the area. **PP**

Policy CI-8 Arterial streets where development fronts the arterial may require a minimum right-of-way of 84', with 12' travel lanes, 8' parking lanes, and 10' planting strips for sidewalks and street trees. 10' sidewalks should be provided in retail commercial areas and other pedestrian-intensive uses. Street trees should be provided along all arterial streets. **PP**

Action Item CI-8a Permit design flexibility in arterial streets to accommodate specific projects, including Planned Unit Developments, and emergent safety and design strategies. **PP**

Action Item CI-8b Permit flexibility in arterial street sections and design standards during the development review process based on factors such as existing conditions, proximity to schools, or the prominence of pedestrian activity in the area. **PP**

Policy CI-9 Limit the use of local streets as thoroughfares through residential areas where they run parallel to nearby arterials or collectors. **PP**

Policy CI-10 Prioritize the conversion of deficient streets to the appropriate standards when one of the following has occurred:

- High current and projected traffic volumes are present,
- Joint funding is available,
- Significant contributions of private or assessment district funds are involved as part of the cost of developing adjacent lands, or
- Where the rate of serious accidents has been high and where hazards to public safety are significant. **PP**

Policy CI-11 Prioritize mobility network improvements that improve capacity, flow, and safety for all users. **PP**

Policy CI-12 Left turn lanes shall be provided where necessary for access from arterials and collectors into high traffic commercial centers as a condition of development approval. **PP**

Policy CI-13 Protect the through-traffic functions of State Route 99 by planning arterial street alignments to avoid the need to utilize the freeway for short, local trips. **PP**

Policy CI-14 Within the Central Business District (CBD) and High Density Residential areas adjacent to the CBD, alley improvements to the nearest street may be required or deferred as part of development proposals, depending on the distance of a project site from the street. **PP**

Goods Movement and Truck Routes

Policy CI-15 Designated truck routes for use by heavy commercial and industrial traffic shall include those shown in *Figure 4-2: Goods Movement*.

Policy CI-16 Encourage the efficient movement of goods.

Action Item CI-16a Identify economically feasible street and highway improvement and maintenance projects that will improve goods movement.

Action Item CI-16b Identify opportunities to support commercial and industrial access to existing rail facilities within the planning area.

Policy CI-17 Arterial streets serving Service Commercial and Industrial areas are to be designed and constructed to standards which reflect heavy truck traffic and the need for longer turning radii for trucks at intersections. On-street parking should be prohibited. **PP**

Policy CI-18 Facilitate goods movement and delivery through internal site design of commercial and industrial areas.

Policy CI-19 Ensure truck access points and loading facilities are designed to reduce conflict with sensitive land uses.

Regional Coordination

Policy CI-20 Coordinate with Caltrans in the design of capital improvement projects near State Route 99. Improve freeway interchanges to accommodate traffic demands generated by Kingsburg development. **PP**

Action Item CI-20a Consider additional interchange ramps and ramp signalization as development occurs. **PP**

Policy CI-21 Continue to support Golden State Boulevard as a secondary route connecting the Kingsburg-Selma-Fowler corridor.

Policy CI-22 Coordinate local transportation planning with the Fresno Council of Governments (COG) Regional Transportation Plan (RTP), Fresno County Rural Transit Agency (FCRTA), and other agencies on relevant transportation plans to ensure eligibility for state and federal funding.

Policy CI-23 Collaborate with Fresno County to integrate right-of-way and improvement standards for roads that cross jurisdictional boundaries. For development outside the City's

boundaries, but within the Sphere of Influence (SOI), City and County staff will cooperate and agree on reasonable design standards and negotiate logical transitions from City to County Standards. In general, for such development under County jurisdiction but within the SOI, City Standards should apply if annexation would logically occur in the short to intermediate range.

Active Transportation

The following policies recognize that for residents to participate in active transportation, the built environment must facilitate walking and biking as effective, easy, and comfortable options. As such, the policies below support planning for the creation of a city-wide network of active transportation facilities, land uses which facilitates non-motorized trips, and the establishment of pedestrian and bicycle facilities that are comfortable, safe, and well-designed.

Policy CI-24 Implement an active transportation network that links residential uses with schools, shopping, entertainment, recreation, and employment centers.

Policy CI-25 Identify gaps in the existing pedestrian and bicycle networks to inform capital improvements programming and grant funding opportunities. **PP**

Action Item CI-25a Prioritize pedestrian and bicycle improvement projects that close gaps in the mobility network and that create safe routes to school.

Action Item CI-25b Adopt a Bicycle and Trail Master Plan.

Policy CI-26 Coordinate with Fresno Council of Governments (Fresno COG) to maintain an Active Transportation Plan.

Policy CI-27 Consider pedestrian and bicyclist safety and comfort in the design and development of streets, parks, and public spaces.

Action Item CI-27a Conduct a visual quality assessment of bicycle and pedestrian facilities to determine the efficacy of existing active transportation improvements and help prioritize future improvements. **PP**

Action Item CI-27b Require street lighting within the rights-of-way of all public streets. **PP**

Policy CI-28 Establish standards for multi-use trails, a landscaped corridor wholly or largely separated from streets for the use of pedestrians. **PP**

Action Item CI-28a Establish standards for separated multi-use trails based on the following features:

- Provide a minimum right-of-way of 20-25' to include 10'-12' of multi-purpose trail.

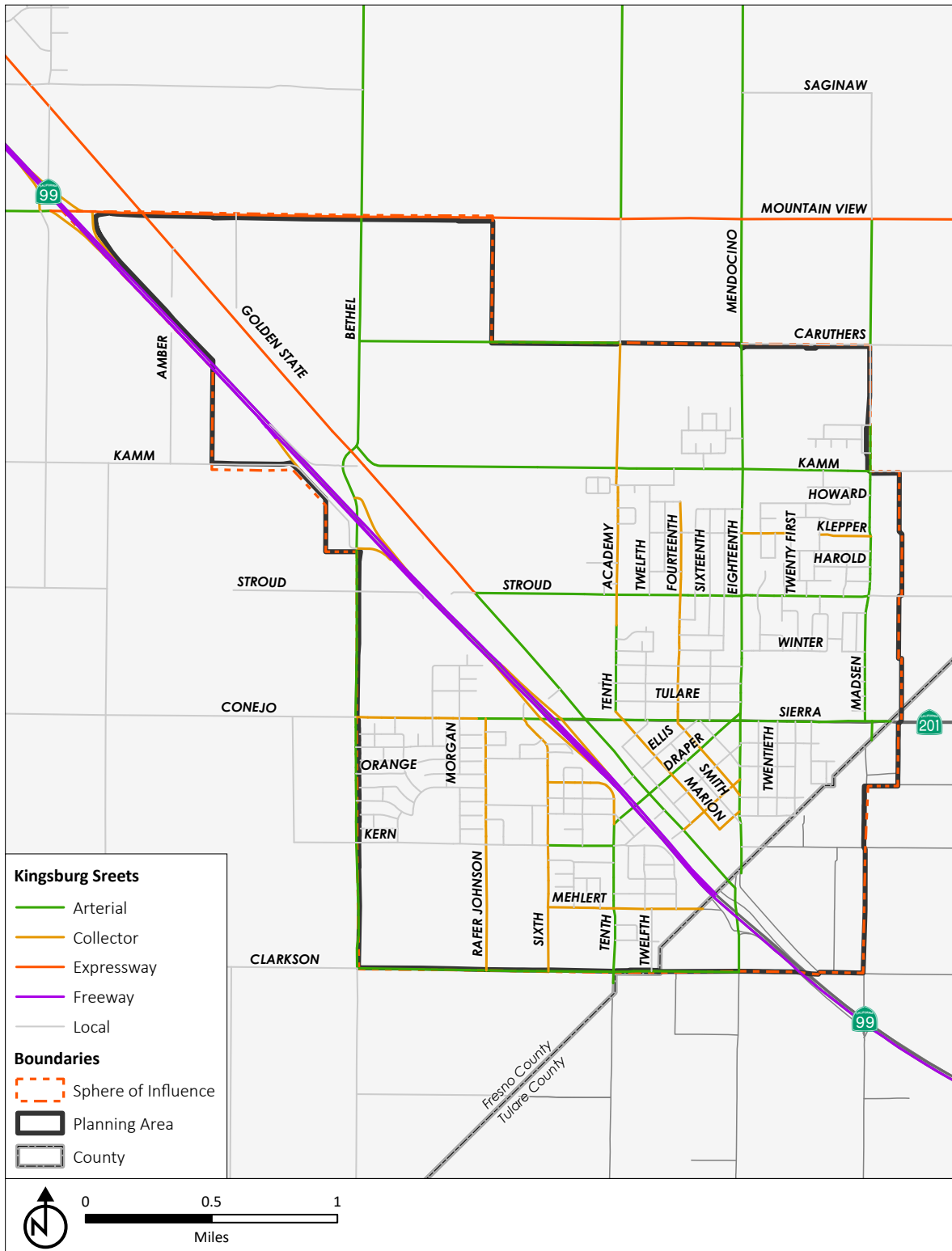
- Provide sufficient space for trees and lawn development when the pedestrian parkway backs onto residential development. **PP**

Action Item CI-28b Establish standards based on the following features when the pedestrian parkway is located alongside an arterial or collector street:

- Provide a minimum right-of-way of 20-25'
- Permit a meandering walk placement surrounded by lawn, groundcover, shrubs, and trees. **PP**

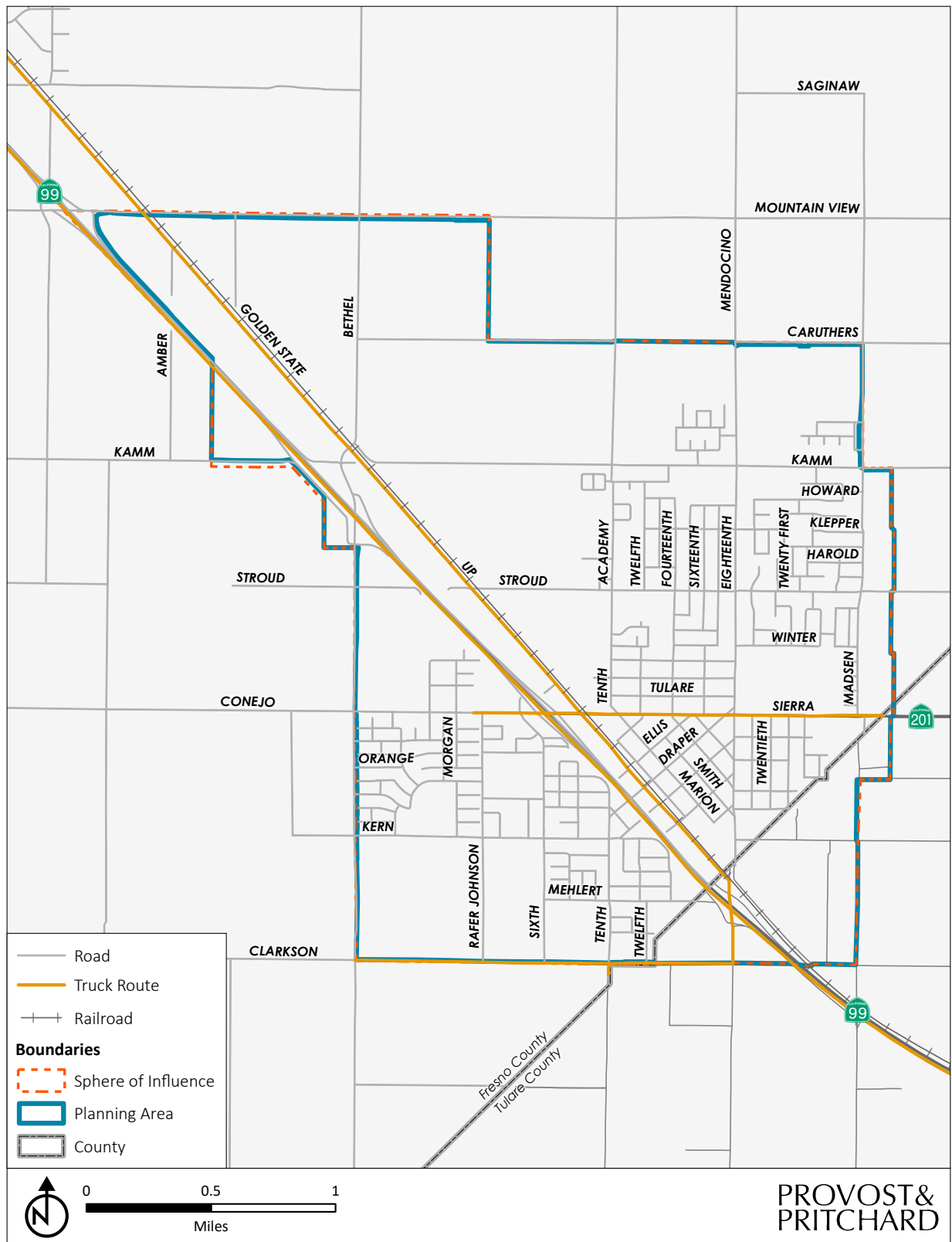
Diagrams

Figure 4-1: Circulation Network



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Figure 4-2: Goods Movement



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Chapter 5
Housing



Chapter 5: Housing

The Housing Element is contained under separate cover.



Chapter 6
Resource Management



Chapter 6: Resource Management

Overview

The resource management element provides guidance to maintain and manage the orderly and efficient expansion of public facilities, including utilities and community services. This element includes policies for the provision and maintenance of these public facilities. Provision and maintenance mean not only identifying what level of service is required for the City, but also how that level of service will be maintained. This element includes policies to improve and expand public facilities where necessary.

This element also includes policies to discourage the premature conversion of productive agricultural lands and protect agricultural lands that border the City’s planning area.

Resource Management Policy Topics

Policies contained in this element are organized into the following policy topic areas:

- Provision of Public Facilities37
- City Facilities and Public Safety38
- Water Supply and Distribution39
- Wastewater39
- Storm Drainage.....39
- Groundwater Management40
- Solid Waste40
- Dry Utilities40
- Schools.....41
- Libraries41
- Agricultural Resources.....41

Goals

- Goal RM-1** Provide reliable public facilities, utilities, and community services that meet the needs of the existing community and planned growth.
- Goal RM-2** Maintain and manage the orderly and efficient expansion of public facilities, utilities, and community services.
- Goal RM-3** Protect local farmland through the promotion of sustainable agricultural practices and growth management practices.

Policies and Action Items

Provision of Public Facilities

Public facilities generally refers to three categories of utilities, services, and facilities, which may be provided and maintained by the City or through a separate entity. The first category is utilities, which include public necessities, such as water, electricity, waste management, and telecommunications. The second category is services, which includes the City’s emergency response, including police, fire, and emergency medical response. The third category is community facilities, which include recreation centers, schools, libraries, and other government buildings.

- Policy RM-1** Require private and public land developments to provide all on-site and off-site facility improvements or pay in-lieu fees necessary to mitigate any development-generated public facility impacts.

Action Item RM-1a Require the developer to be responsible for the improvement and/or provision of adequate public facilities and services to maintain adequate service levels for existing residents and businesses. This may include the installation of additional public facilities, water, or road infrastructure or the provision of fees for emergency, public safety, and/or City services.

Action Item RM-1b Land divisions and developments are approved only when a project's improvements, dedications, and fees cover incremental costs to the City and other agencies. Such improvements include parks, major streets, traffic signals, streetlights, drainage systems, sewer, water, fire, police, schools, and other related facilities.

Action Item RM-1c Regularly evaluate and update, as necessary, development impact fees and other applicable City fees.

Action Item RM-1d Require dedication of necessary rights-of-way as part of the land division and land use review processes.

Policy RM-2 Prepare and maintain resources and mechanisms to adequately plan for, develop, and maintain public facilities.

Action Item RM-2a Annually review and update the Capital Improvement Program (CIP) which outlines and prioritizes necessary updates and additions to public facilities.

Policy RM-3 Continue to establish development fees and user rates that are sufficient to operate, maintain, and upgrade (for current and future regulatory requirements) the City's water, wastewater, and stormwater infrastructure.

City Facilities and Public Safety

Policy RM-4 Provide City departments with adequate office and building space for employee workspace, file, and equipment storage.

Action Item RM-4a Periodically conduct a facilities needs assessment and plan for identified needs through the Capital Improvement Program (CIP) process.

Policy RM-5 Continue to support police protection functions of the Kingsburg Police Department and fire suppression and prevention functions of the Kingsburg Fire Department. **PP**

Policy RM-6 Consult the Kingsburg Police Department during the review of development proposals to ensure projects integrate design strategies intended to prevent crime to the extent feasible and to address impacts on police protection services.

Water Supply and Distribution

Policy RM-7 Design and construct water system infrastructure as needed to meet current and future water demands and system requirements.

Action Item RM-7a Prepare and maintain a Water Systems Master Plan to estimate future water demands, identify an adequate supply of water to meet future demands, and identify potential new water supplies.

Wastewater

Policy RM-8 Continue to cooperate with the Selma-Kingsburg-Fowler (SKF) County Sanitation District to design and construct wastewater system infrastructure as needed to safely convey, treat and recycle, and dispose of current and future wastewater flows and achieve future regulatory and system requirements. **PP**

Action Item RM-8a Actively participate in the Selma-Kingsburg-Fowler (SKF) County Sanitation District Wastewater Master Plan update process to ensure it aligns with planned land uses and projected demands for the City of Kingsburg.

Storm Drainage

Policy RM-9 Design and construct stormwater system infrastructure as needed to safely convey, detain, and dispose of current and future stormwater flows, protect water quality, and meet regulatory requirements.

Action Item RM-9a Update the Kingsburg Storm Drainage Master Plan, which outlines necessary infrastructure improvements to the storm drainage system.

Action Item RM-9b Require new development to include grading and erosion control plans prepared by a registered engineer or land surveyor.

Policy RM-10 Provide temporary stormwater infrastructure when permanent facilities are not available.

Action Item RM-10a Where temporary on-site stormwater ponding is required, provisions shall be made by the City conditioning development applications under the zoning and subdivision ordinances to ensure the eventual connection to permanent facilities is physically and financially possible. **PP**

Action Item RM-10b Temporary stormwater drainage ponds shall be designed so they can be converted to the appropriate proposed use for the area as designated in the General Plan. **PP**

Policy RM-11 When possible, subdivision design shall ensure that public street access will be provided to at least two sides of a combined drainage basin and park. **PP**

Groundwater Management

The Sustainable Groundwater Management Act (SGMA) was passed in 2014 requiring local agencies to form groundwater sustainability agencies (GSAs) for high and medium priority basins. GSAs are tasked with developing and implementing groundwater sustainability plans (GSPs), which are 20-year plans to ensure that groundwater is management sustainability within the groundwater basin. The City of Kingsburg is within the South Kings Groundwater Sustainability Agency (Kingsburg City Limits) and Central Kings Groundwater Sustainability Agency (Kingsburg Planning Area, excluding the City Limits).

Policy RM-12 Protect groundwater resources within the planning area. This includes protecting the occurrence of groundwater recharge, as well as the quality and quantity of available groundwater resources.

Policy RM-13 Support local efforts to implement the Sustainable Groundwater Management Act (SGMA). Coordinate with applicable Groundwater Sustainability Agencies (GSAs) to implement appropriate policies and programs identified in adopted Groundwater Sustainability Plans (GSPs).

Policy RM-14 Where appropriate, integrate identified actions and projects from the Groundwater Sustainability Plans (GSPs) into the City's Capital Improvement Program (CIP).

Policy RM-15 Where feasible, require on-site systems that facilitate groundwater recharge and/or retention and reuse of water on-site.

Solid Waste

Policy RM-16 Facilitate activities that reduce waste production and/or encourage recycling or reuse of waste when possible to reduce the amount of solid waste sent to landfill in order to meet State targets.

Policy RM-17 Coordinate with a solid waste provider to ensure facilities are sufficient to meet new development needs.

Dry Utilities

Policy RM-18 Prioritize the undergrounding of electrical, cable, and telephone service in Downtown Kingsburg, at parks and recreation areas, school sites, and arterial streets. **PP**

Policy RM-19 Consolidate roadway utilities into one trench whenever possible.

Policy RM-20 Require that new telecommunications service infrastructure be located appropriately and in a visually unobtrusive way. Telecommunications infrastructure should be located in the right-of-way (ROW) or in an existing easement whenever possible. Larger infrastructure elements, such as cell towers, are not appropriate in the ROW.

Schools

Policy RM-21 The City shall coordinate with the Kingsburg school districts in the location of new schools and school facilities to ensure adequate facilities, circulation, access for students, and recreation opportunities. **PP**

Policy RM-22 Work with Kingsburg school districts to monitor the enrollment of school children. Request annual reports from the District for discussion with staff about facilities and capacity. **PP**

Policy RM-23 Support necessary and reasonable efforts by the school districts to obtain funding for capital improvements required to meet school facility needs, including adoption and implementation of local financing mechanisms such as community facility districts, and the assessment of school impact fees.

Policy RM-24 Maintain a “framework of cooperation” with Kingsburg school districts that outlines the responsibilities between the parties related to fee structures, maintenance and operation contracts, and coordination for recreation programming. **PP**

Libraries

Policy RM-25 The City, in conjunction with the Fresno County Library, shall explore methods of financing new library facilities and expanding and upgrading existing facilities.

Agricultural Resources

*The California Department of Conservation’s Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data used for analyzing impacts on California’s agricultural resources. As part of this process agricultural land is categorized according to soil quality and irrigation status. These agricultural categories include Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Urban and Built-Up Land. Most of the planning area is designated as Prime Farmland or Urban and Built-Up Land, as shown in **Figure 6-1: Agricultural Resources (FMMP)**. Additional policies related to agriculture can be found in the **Growth Management and Agriculture** sections of **Land Use**.*

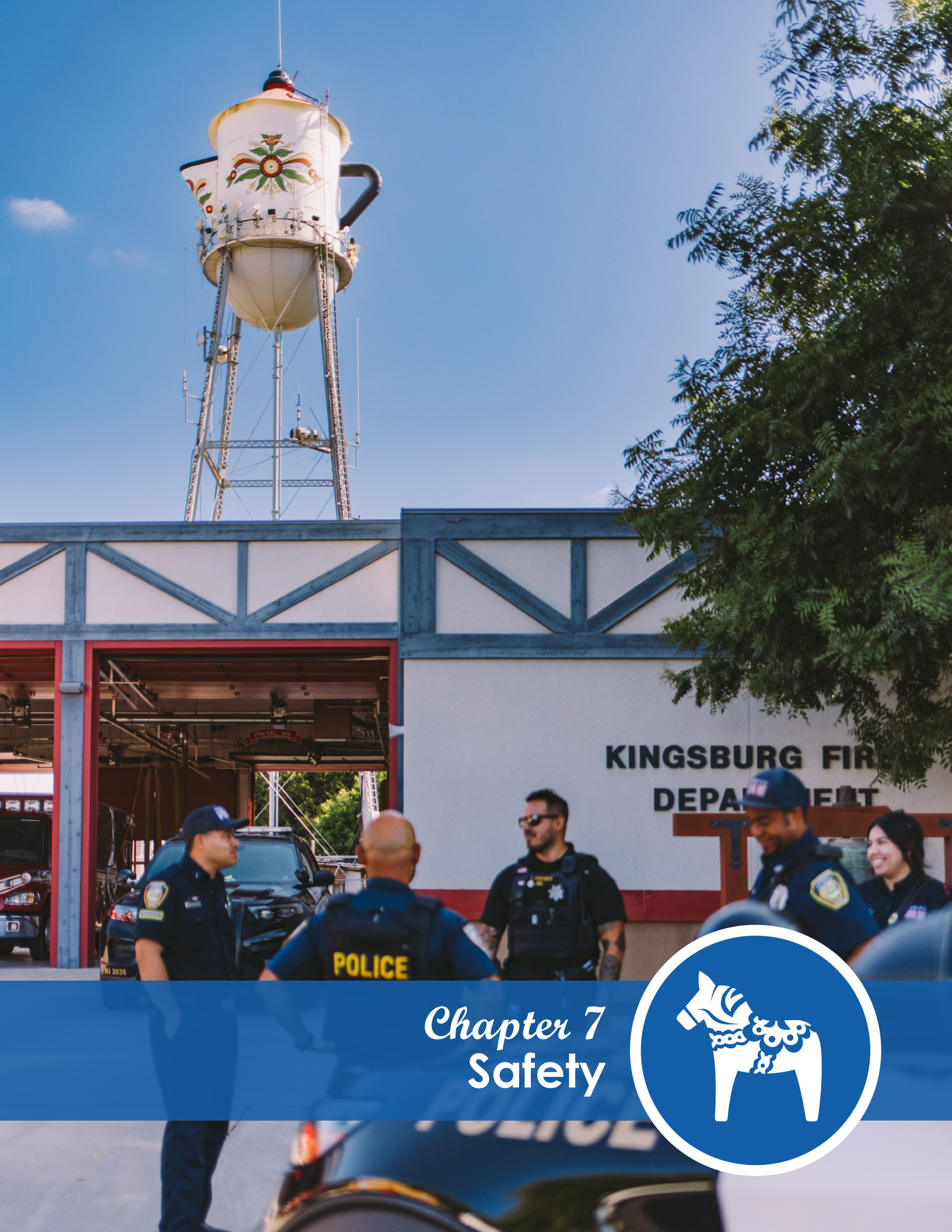
Policy RM-26 Discourage the premature conversion of productive agricultural lands.

Action Item RM-26a Utilize master plans and the Capital Improvement Program (CIP) to implement the extension of urban services efficiently and responsibly.

Action Item RM-26b Support the use of Williamson Act contracts to prevent the premature conversion of farmland and review and revise, as needed, the Kingsburg Municipal Code to facilitate the continuation of Williamson Act Contracted parcels, as appropriate, following annexation.

The Williamson Act is a program that enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value.

Action Item RM-26c Review and revise, as appropriate, zoning regulations allowing for continued agriculture uses in the City limits where no development is proposed in the near-term.



KINGSBURG FIRE
DEPARTMENT

POLICE

Chapter 7
Safety



Chapter 7: Safety

Overview

The safety element is designed to minimize the risks to health and safety from hazardous materials, flooding, seismic and fire hazards, as well as economic disruption resulting from such hazards. This element was prepared with consultation with two important documents. The first was the Fresno County Local Hazard Mitigation Plan. The second was a City-conducted vulnerability assessment, which evaluated anticipated future risks to the City due to climate change. The vulnerability assessment is included as *Appendix A* to this General Plan as part of the *Legislative Review and Assessments Report*.

Safety Policy Topics

Policies contained in this element are organized into the following policy topic areas:

Emergency Management	44
Hazardous Materials.....	45
Water Quality Conservation	46
Flooding Hazards	46
Seismic Hazards.....	47
Fire Hazards.....	47

Along with policies to minimize risk, the safety element also provides policies to respond to emergencies and ensure continuity of government operation during emergencies and maintain critical facilities. Critical facilities are those that provide vital services to people in the event of an emergency, such as hospitals, fire stations, police stations, and emergency service facilities. Utility facilities including water, electricity, and gas supplies, sewage disposal, and communication and transportation facilities are also considered critical facilities.

Goals

- Goal SAF-1** The community is resilient to the effects of a changing climate.
- Goal SAF-2** Emergency management efforts are coordinated and planned.
- Goal SAF-3** Local watersheds, water bodies, and groundwater resources are responsibly managed.
- Goal SAF-4** Minimize risk from hazardous materials, flooding, seismic, and fire hazards.

Policies and Action Items

Emergency Management

- Policy SAF-1** Continue to implement the Fresno County Multi-Hazard Mitigation Plan to address disasters such as earthquakes, drought, flooding, hazardous material spills, water contamination, epidemics, fires, extreme weather, major transportation accidents, and terrorism.

Action Item SAF-1a Review and revise, as necessary, the Municipal Code to ensure effective organization, responsiveness, and continuity of government during declared emergencies.

Policy SAF-2 Develop a Drought Contingency Plan that creates a framework for drought response and mitigation. **PP**

Policy SAF-3 Continue to coordinate with Fresno County and other jurisdictions to prepare and implement pre-disaster planning activities. **PP**

Hazardous Materials

Policy SAF-4 Protect soils, surface water, and groundwater from contamination from hazardous materials. **PP**

Action Item SAF-4a Coordinate with Fresno County Environmental Health Division, related agencies, and landowners to enable the clean-up of sites impacted by hazardous materials.

Policy SAF-5 Cooperate with State agencies and the Fresno County Environmental Health Division efforts to identify hazardous materials users; implement hazardous materials plans; and minimize risks associated with hazardous cargoes, agricultural spraying, and electromagnetic fields.

Action Item SAF-5a Ensure that industrial facilities are constructed and operated within the standards of the most up-to-date safety and environmental protocols.

Policy SAF-6 Reference State hazardous waste site lists in the City development review process and address risk, as needed, with site development requirements.

Action Item SAF-6a Prepare and maintain a map of hazardous waste sites identified through regional, State, and federal resources.

Action Item SAF-6b Ensure that the proponents of new developments address hazardous materials concerns through preparation of Phase I and Phase II studies, as necessary, as part of the design phase.

Action Item SAF-6c Require buildings used for operations requiring a hazardous materials business plan to be investigated for the presence of hazardous materials and waste as part of the re-use, rehabilitation, or demolition process.

Policy SAF-7 Promote improvements, such as the construction of grade-separated crossings, to increase overall safety and reduce potential risk from hazardous cargo.

Water Quality and Conservation

Policy SAF-8 Maintain the domestic water system in accordance with applicable water quality standards. **PP**

Action Item SAF-8a Monitor funding sources for improvements, if necessary, to maintain the domestic water system in accordance with applicable water quality standards.

Policy SAF-9 Require new development to protect water quality through site design, pollution prevention, storm water treatment, runoff reduction measures, best management practices, and Low Impact Development (LID) strategies.

Best Management Practices (BMPs) are methods that have been determined to be the most effective and practical means to prevent pollution and measures to mitigate pollution to help achieve water quality goals. Low Impact Development (LID) is a design approach to managing stormwater runoff. LID emphasizes conservation and use of on-site natural features to protect water quality, such as swales, vegetated areas, or dry wells.

Action Item SAF-9a Review and revise, as appropriate, City standards to allow for LID strategies. Periodically review City standards to ensure innovative or new site design strategies which protect water quality are permitted, as appropriate.

Policy SAF-10 Promote programs to improve water efficiency in new and existing buildings.

Policy SAF-11 Explore the use of recycled water to irrigate landscape areas.

Action Item SAF-11a Coordinate with Selma-Kingsburg-Fowler (SKF) County Sanitation District on available options for reuse of recycled water.

Flooding Hazards

*Floods occur naturally and can happen almost anywhere. Heavy rains, poor drainage, and even nearby construction projects can put some properties at risk for flood damage. Flood zone maps are one tool that communities use to know which areas have the highest risk of flooding. Using these maps, communities can analyze potential flood risks and determine appropriate locations for housing, schools, and critical infrastructure. While there are no flood zones in Kingsburg's Planning Area, the nearest 100- and 500-year flood zones can be seen in **Figure 7-1**. There are no 200- year flood zones in the mapping area.*

Policy SAF-12 Encourage low-impact development by allowing for alternative stormwater management techniques including the provision of vegetated areas, infiltration trenches, and dry wells.

Action Item SAF-12a Review and revise, as necessary, the Zoning Ordinance and other City standards to allow for low-impact stormwater management site design features.

Low-impact stormwater management strategies, which includes low-impact development, are development practices that directly use or recreate natural stormwater processes. Low-impact development results in increased infiltration, evaporation, and use of stormwater. Such strategies may include features such as swales, among others.

Seismic Hazards

- Policy SAF-13** Regularly review and enforce all seismic and geologic safety standards and require the use of best practices in site design and building construction methods.
- Policy SAF-14** Continue to use building codes as the primary tool for reducing seismic risk in structures. **PP**
- Action Item SAF-14a** Maintain a building height limit of 50 feet with a maximum of four stories. **PP**
- Policy SAF-15** Promote the upgrading, retrofitting, and/or relocation of existing critical facilities and other important public facilities that do not meet current building code standards and are susceptible to seismic or geologic hazards.
- Action Item SAF-15a** Evaluate critical facilities for risk from seismic and geologic hazards. Prioritize improvements based on level of expected risk.
- Policy SAF-16** Promote the upgrading and retrofitting of buildings considered unsound under conditions of “moderate” seismic activity. **PP**
- Action Item SAF-16a** Maintain an inventory of buildings considered unsound under conditions of “moderate” seismic activity. **PP**
- Action Item SAF-16b** Report structures determined by the City’s Building Official to be structurally unsound to the owners and the County Recorder to ensure that future owners are made aware of hazardous conditions and risks. **PP**
- Policy SAF-17** Require soil compaction tests and geotechnical analysis of soil conditions and behavior under seismic conditions for all subdivisions; commercial, industrial, and institutional structures greater than 6,000 feet; and institutional structures which hold 100 or more people. **PP**

Fire Hazards

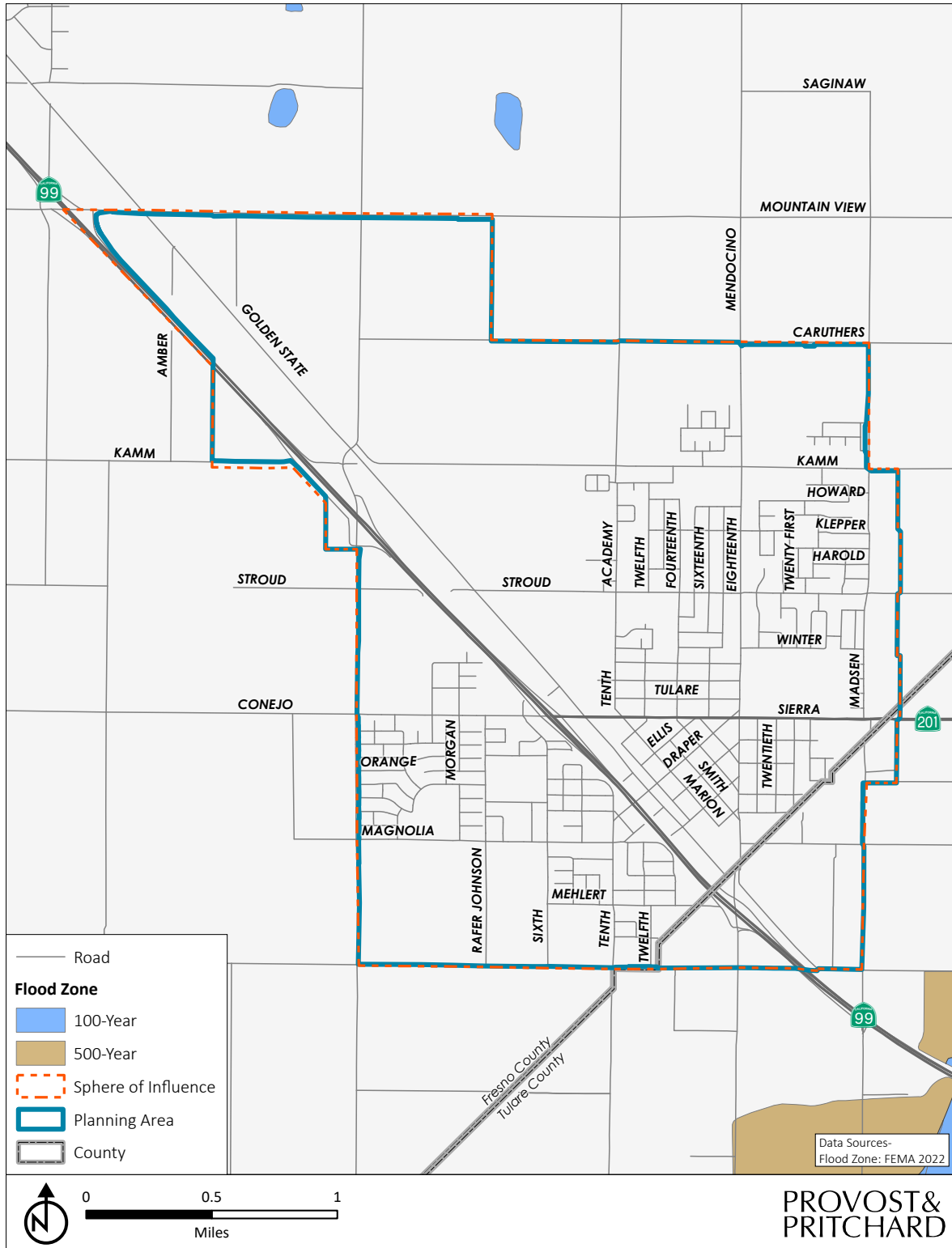
State law requires the California Department of Forestry and Fire Protection (CAL Fire) to map areas of significant fire hazards based on environmental and other conditions. These areas are known as fire hazard severity zones. Kingsburg is designated as a Local Responsibility Area (LRA), which is considered an area

*with a moderate risk for fire hazards and is not located within a high-risk area for fire hazards. Additional information and mapping on fire hazards is available in **Appendix A**.*

- Policy SAF-18** Loop domestic water distribution systems to ensure adequate water pressure in the event of a major fire, earthquake, or explosion. Provide emergency standby power generation capability at water wells. **PP**
- Policy SAF-19** Maintain fire flow standards of 2,000 gallons per minute (gpm) for all commercial and industrial areas of the community and 1,500 gpm for residential areas to ensure the capability to suppress urban fires. **PP**
- Policy SAF-20** Maintain a street system that provides sufficient access of emergency response to fires in urban areas, as well as adequate evacuation in the event of emergency conditions. **PP**

Diagrams

Figure 7-1: Flood Zones



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Chapter 8
Community Health



Chapter 8: Community Health

Overview

The community health element promotes and supports healthy living in the City of Kingsburg and establishes goals and policies to enhance community health in areas where public health, social equity, and land use planning intersect. This element also addresses issues related to the impact of land use planning on disadvantaged communities, as required by Senate Bill (SB) 1000, the *Planning for Health Communities Act*. To inform the goals and policies in this element and ensure they meet the intent of SB 1000, the City prepared an Environmental Justice Policy Paper, which is included as **Appendix A** to this General Plan as part of the *Legislative Review and Assessments Report*. SB 244, the Planning for Disadvantaged Unincorporated Communities Act, requires cities and counties to also include data and an analysis of any unincorporated, fringe, island, or legacy communities within its planning area that are determined to be disadvantaged unincorporated communities (DUC). In 2020, the Fresno Local Agency Formation Commission (LAFco) mapped DUCs in Fresno County and there were no DUCs identified within the General Plan planning area.

Community Health Policy Topics

Policies contained in this element are organized into the following policy topic areas:

- Pollution Exposure and Air Quality.....51
- Access to Public Facilities and Health Care51
- Civic Engagement52
- Noise.....52

This element includes goals and policies that encourage access to healthy food options and services such as healthcare and minimize exposure to air pollution and noise. Providing for safe and sanitary housing opportunities for all income levels in the City and encouraging community engagement across all segments of the community is also a focus of addressing community health and equity in Kingsburg.

Goals

- Goal CH-1** Impacts from pollution are minimized through thoughtful and deliberate land use planning.
- Goal CH-2** All members of the community have access to affordable and nutritious foods.
- Goal CH-3** Public facilities are equitably distributed throughout the community.
- Goal CH-4** All members of the community are afforded meaningful opportunities to engage in local decision making.
- Goal CH-5** Excessive community noise exposure is limited.
- Goal CH-6** Sensitive uses are protected from excessive noise and vibration.

Policies and Action Items

Pollution Exposure and Air Quality

- Policy CH-1** Evaluate land use decisions for consistency with siting recommendations as outlined in California Air Resources Board's (CARB's) Land Use Compatibility Handbook.
- Policy CH-2** Adopt industrial standards to minimize the potential impacts of industrial development and activity. **PP**
- Policy CH-3** Adopt standards which require analysis of industrial processes prior to development to ensure compliance with State water and air quality standards, including periodic monitoring. **PP**
- Policy CH-4** Require performance and air quality compliance review to be conducted by an engineer licensed in the State of California as part of the environmental assessment of Site Plan Review. **PP**
- Policy CH-5** Require dust control during project construction. **PP**
- Policy CH-6** Adopt standards requiring positive control of dust particles during construction activities, potentially including:
- Watering,
 - Using emulsions,
 - Parking heavy equipment on paved surfaces,
 - Prohibiting land gradation operations during days of high wind (between 15 and 20 mph), and
 - Prohibiting the burning of vacant parcels. **PP**

Access to Public Facilities and Health Care

- Policy CH-7** Continue to ensure the equitable location of public facilities, such as libraries and daycare centers.
- Policy CH-8** Support the development of additional healthcare facilities, including urgent care and 24-hour healthcare facilities.
- Policy CH-9** Promote equitable access to government/public facilities by considering additional and/or alternative locations for cooling centers and other public services beyond traditional government buildings.

- Policy CH-10** Provide sufficient recreational facilities throughout the community.
- Policy CH-11** Coordinate with Kingsburg school districts and charitable, service, and civic organizations to achieve permanent and stable funding for local recreation services. **PP**
- Policy CH-12** Establish a joint powers or similar agreement with Kingsburg school districts to provide quality recreation opportunities. **PP**
- Policy CH-13** Encourage and, where appropriate, require the provision of recreation activities and facilities within residential areas. **PP**

Additional policies related to open space development requirements can be found in the Land Use Element.

Civic Engagement

- Policy CH-14** Ensure language accessibility for public government meetings.
- Action Item CH-14a** Upon request, provide translation services for in-person and virtual public meetings to ensure information is provided in a way that supports broad community participation. Translation services should be made available in a variety of languages most applicable to the community, which may change over time.
- Policy CH-15** Maximize the use of technology to provide remote access to public meetings and hearings.
- Policy CH-16** Create accessible opportunities for all people regardless of race, color, national origin, or income to engage in the decision-making process.
- Action Item CH-16a** Consider alternative schedules, venues, and formats for public meetings to facilitate maximum participation.
- Policy CH-17** Actively recruit diverse representation on City boards, commissions, and advisory committees that directly contribute to City decision-making.
- Policy CH-18** Encourage the collaboration between City departments and interested organizations, service districts, and schools.

Noise

There are health effects of excessive noise exposure, especially for exposure in the long term. These health effects include increased stress, anxiety, and depression; high blood pressure; and heart disease. Excessive noise may cause further health effects when it results in a lack of sleep. Noise itself is not problematic but rather that excess noise is harmful. Noise may be inherent to a land use, such as noise from farming activities in agricultural areas, or even a desirable, such as conversation, music, and activity in downtown areas.

Noise is measured in decibels (dB) as a unit used to express the relative intensity of a sound. The A-weighted scale (dBA) for measuring sound in decibels adjusts the effects of low and high frequencies to simulate human hearing.

Noise Standards

Policy CH-19 Areas within the City shall be designated as noise-impacted if exterior areas are exposed to existing or projected future noise levels exceeding 60 dB CNEL. **PP**

Policy CH-20 New development of residential or other noise-sensitive land uses will not be permitted in noise-impacted areas unless noise is reduced to 60 dB CNEL or less in outdoor activity areas and 45 dB CNEL in interior living spaces. Exterior noise levels up to 65 dB CNEL may be permitted if the best available and practical noise reduction technology is utilized. The City may determine that noise reduction measures are not necessary if noise levels are exceeded only due to intermittent noise sources. **PP**

Action Item CH-20a Noise studies shall be required during the discretionary entitlement review process for new residential uses located within 350 feet of State Route 99 and within 100 feet of the rail line.

Policy CH-21 New development of industrial, commercial, and other noise-generating land uses will not be permitted if resulting noise levels will exceed 60 dB CNEL in residential or noise-sensitive areas. **PP**

Policy CH-22 Noise level criteria for non-residential or noise-sensitive land uses shall be consistent with the recommendations of the California Office of Noise Control. **PP**

Policy CH-23 Adopt noise standards in the municipal ordinance that comply with the following noise level tables. **PP**

Table 8-1: Exterior Noise Level Standards

Receiving Land Use	Nighttime ¹ 10 PM – 7 AM			Daytime ¹ 7 AM – 10 PM		
	Rural Suburban	Suburban	Urban	Rural Suburban	Suburban	Urban
One and Two Family Residential	40	45	50	50	55	60
Multiple Family Residential	45	50	55	50	55	60
Public Space	50	55	60	50	55	60
Limited Commercial	-	55	-	-	60	-
Commercial	-	60	-	-	65	-
Light Industrial	-	70	-	-	70	-
Heavy Industrial	-	75	-	-	75	-

¹ Each of the noise level standards specified in **Table 8-1 Exterior Noise Level Standards** shall be reduced by five dB for pure tone noises, noise consisting primarily of speech or music, or for recurring impulsive noises. The standards should be applied at a residential or other noise-sensitive land use and not on the property of a noise-generating land use. Nighttime and Daytime standards are measured by dB.

Reduction Strategies

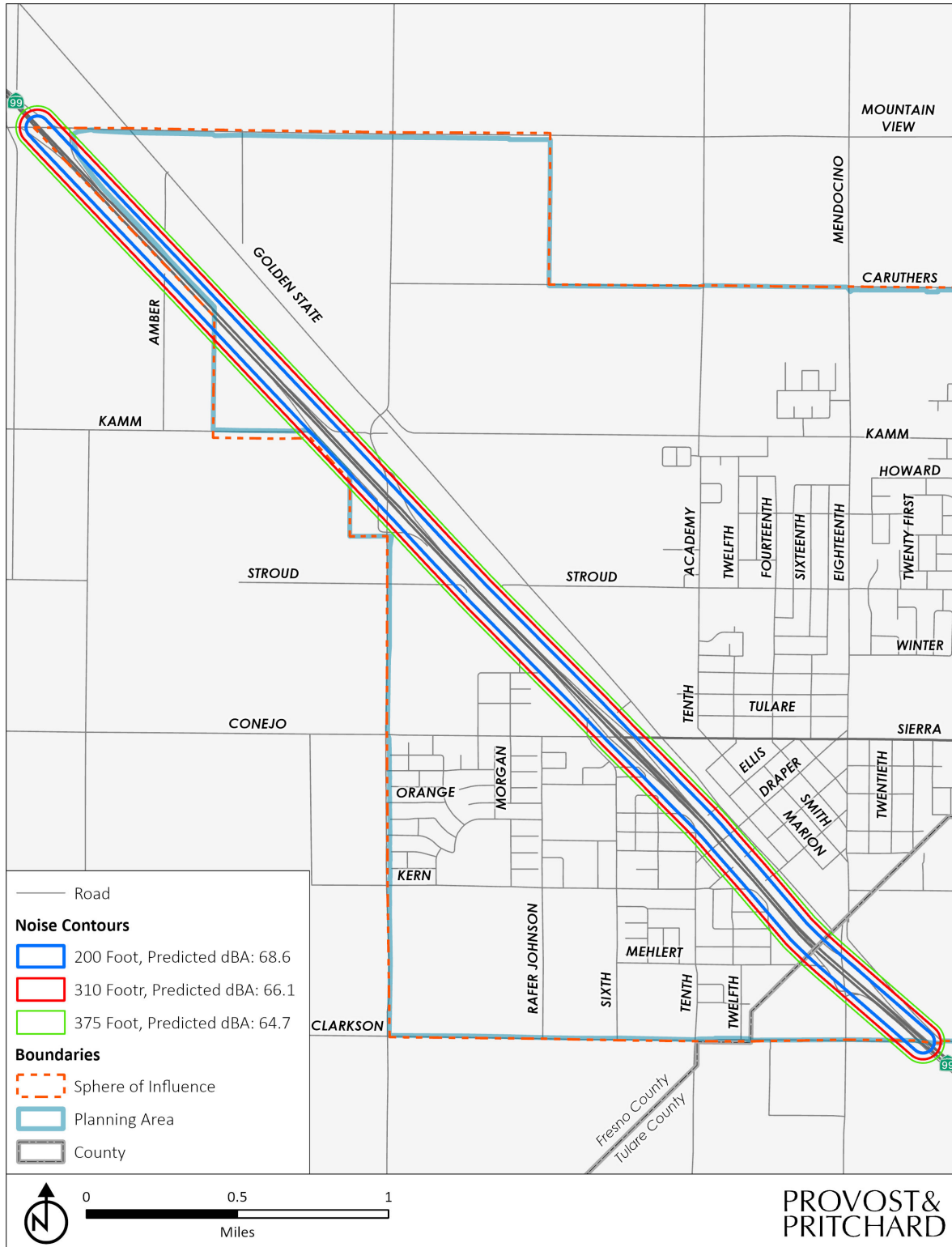
- Policy CH-24** Require noise generators to provide increase setbacks, walls, landscaped berms, or other sound-absorbing barriers, or a combination thereof, to prevent excessive noise exposure and reduce noise levels to acceptable levels.
- Policy CH-25** Require noise reduction methods along major roadways in order to protect adjacent, noise-sensitive land uses against excessive noise. Noise reduction methods shall include design strategies, including setbacks, landscaped berms, and other sound-absorbing barriers, when possible, in lieu of sound walls, to mitigate noise impacts and enhance aesthetics. Sound walls may also be appropriate noise-reduction strategies. **PP**
- Policy CH-26** When sound walls are proposed, encourage a combination of berms and/or landscaping and walls to produce a more visually pleasing streetscape.
- Policy CH-27** New equipment and vehicles purchased by the City shall comply with noise performance standards consistent with the best available noise reduction technology. **PP**

Construction Noise

- Policy CH-28** Transportation and City infrastructure construction shall not be subject to typical noise standards so long as construction occurs between the hours of 7 AM and 7 PM, Monday through Friday, or between 8 AM and 5 PM on weekends and federal holidays. Construction may occur outside of these times if completing the work within these time frames is deemed infeasible.
- Policy CH-29** The City shall require an assessment of construction noise impacts on nearby noise-sensitive land uses and associated activities to minimize those impacts as part of the discretionary review process.
- Policy CH-30** Require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on current City or Federal Transit Administration (FTA) criteria.

Diagrams

Figure 8-1: Noise Contours



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Chapter 9
Implementation



Chapter 9: Implementation

The General Plan is a living document that serves as the City’s blueprint for achieving the community vision. It is intended to guide decision-making in Kingsburg across a wide range of policy areas. Action items have been included in all elements of the General Plan to guide implementation of the policies of the Plan.¹ The City’s ability to achieve the vision expressed in the General Plan depends on its success in implementing the action items identified in the Plan. These actions include initiatives that will require a one-time dedication of time and resources to complete as well as ongoing City programs and activities. This implementation strategy outlines a work plan to facilitate Citywide efforts in carrying out the actions necessary for implementation of this General Plan, including a mechanism for monitoring and reporting progress.

Implementation Work Plan

The General Plan is the primary policy document that guides decision-making in the City; however, the Plan relies on other local documents, such as the Municipal Code, infrastructure plans, and public works standards to implement its goals and policies. Implementation of the General Plan also relies on the creation or implementation of other plans, programs, and other administrative actions.

The implementation work plan organizes each of the action items included in the Plan into the following categories as described further in the **Action Items by Category** section. These categories represent the primary types of subsequent planning efforts, regulatory mechanisms, and administrative procedures required to implement the General Plan.

- Plans and Reports
- Regulatory Documents
- Design Standards
- Public Works Improvement Standards
- Capital Improvement Program (CIP)
- Inventories and Evaluations
- Ongoing

This organizational structure allows the City to facilitate updates to specific implementing documents, such as the Zoning Ordinance, by grouping the action items related to this regulatory document together. It also allows the City to consider how to more effectively combine implementation of similar action items under one subsequent effort when appropriate. For example, the Regulatory Documents section identifies several changes to the Zoning Ordinance from various elements of the General Plan which could be combined into one update to the Ordinance.

¹ **Chapter 5: Housing** was updated separately from the General Plan to comply with the timeline for certification through the California Department of Housing and Community Development (HCD) and includes its own implementation plan and quantified objectives, which are not included in this General Plan implementation strategy. The Housing Element is contained under separate cover.

Timeframe for Implementation

Many of these actions will require both staff and financial resources to implement, making them difficult to definitively schedule given the annual nature of the budgetary process and changing priorities over the years. Action items should generally be targeted for implementation within a reasonable timeframe based on priorities of the City and other factors such as funding availability, unless a timeframe is specifically stated within the language of the action item. However, those action items listed in the **Ongoing** category require continuing implementation and have no discrete timeframe for completion.

Responsibility and Coordination

While the City will take the lead role in implementation, it will also require coordination between the City and outside agencies, such as the California Department of Transportation (Caltrans), the Fresno Council of Governments (COG), the Fresno County Rural Transit Agency (FCRTA), SKF County Sanitation District, Kingsburg schools districts, the County of Fresno, and various other regional and state agencies.

Monitoring and Reporting Progress

Once work gets under way to implement the General Plan, it will be important for the City to track and monitor progress on the implementation work plan. State law requires that a local jurisdiction prepare an annual progress report on the implementation of its general plan to its legislative body, the Governor's Office of Planning and Research (OPR), and the California Department of Housing and Community Development (HCD). The annual report addresses progress made towards implementation of the General Plan during the previous calendar year (January 1 through December 31) and is due to the State by April 1st of each year.

City staff prepares the *Annual General Plan Progress Report* during the first quarter of each year and presents it to the City Council as Kingsburg's legislative body at a public hearing, which allows an opportunity for public review and comment. The annual report informs City staff in multiple departments, decision-makers, and community members about the status of the General Plan and progress toward implementing its goals and policies. It can also be used to help identify implementation work plan priorities and budget needs for the upcoming year.

Action Items by Category

Plans and Reports

The action items summarized in **Table 9-1** are those that call for the preparation of planning level documents. These documents would provide an opportunity for the City to conduct topic-specific outreach and development of additional, more specific policies, standards, or regulations by topic. The types of plans generally include:

- *Infrastructure master plans* focused on identifying long-term capacity and improvement needs, such as the water system master plan or roadways master plan, or
- Various *transportation plans* to facilitate mobility within Kingsburg.

Prior to initiating these plan efforts, the City should consider other related action items that may be appropriate to integrate into the plan development process. Specifically, those action items included in the Resource Documents or Programs categories.

Table 9-1: Plans and Reports Action Items

Action Item No.	Action item
LU-35a	Adopt a City Master Street Tree Plan.
CI-1a	Establish and implement a Roadways Master Plan that addresses the following: Identification of design standards, and exceptions to those standards where appropriate, for the roadway network. Design standards should include pedestrian, bicycle, public transit, and vehicular accommodations to ensure the circulation network is designed for complete streets. Identification of Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies for improving efficiencies in the circulation system for all modes of travel.
CI-25b	Adopt a Bicycle and Trail Master Plan.
RM-7a	Prepare and maintain a Water Systems Master Plan to estimate future water demands, identify an adequate supply of water to meet future demands, and identify potential new water supplies.
RM-8a	Actively participate in the Selma-Kingsburg-Fowler (SKF) County Sanitation District Wastewater Master Plan update process to ensure it aligns with planned land uses and projected demands for the City of Kingsburg.
RM-9a	Update the Kingsburg Storm Drainage Master Plan, which outlines necessary infrastructure improvements to the storm drainage system.

Regulatory Documents

The primary regulatory document for implementing the General Plan is Title 17 (Zoning) contained within the Kingsburg Municipal Code. While many of the action items listed in **Table 9-2** are focused on specific revisions to the Zoning Ordinance, some action items may require amendments to the broader Municipal Code.

Table 9-2: Regulatory Documents Action Items

Action Item No.	Action Item
LU-15a	Review and, if necessary, update code requirements for multi-family residential projects to provide one space of off-street visitor parking for every four units. Permit on-street visitor parking to be substituted for off-street parking at a ratio of one space per eight units.
LU-15b	Review and, if necessary, update code requirements for multi-family residential projects to require at least half of off-street parking spaces to be covered by a garage or carport.
LU-18a	Establish direct access standards for single-family residential onto collector streets.
LU-23a	A general ratio of one tree per five spaces, placed throughout the parking area and bays to ensure a minimum of 50% shade of non-landscaped areas, shall be implemented. All landscaping shall be served by automatic irrigation.
RM-26c	Review and revise, as appropriate, zoning regulations allowing for continued agriculture uses in the City limits where no development is proposed in the near-term.

Action Item No.	Action Item
SAF-1a	Review and revise, as necessary, the Municipal Code to ensure effective organization, responsiveness, and continuity of government during declared emergencies.
SAF-12a	Review and revise, as necessary, the Zoning Ordinance and other City standards to allow for low-impact stormwater management site design features.
SAF-14a	Maintain a building height limit of 50 feet with a maximum of four stories.

Design Standards

Preparation and adoption of design standards may be accomplished by establishing design guidelines, which are generally adopted by resolution, or through the establishment of department policy. However, design standards including those listed in **Table 9-3** may be integrated into the Zoning Ordinance or other regulatory document, which is adopted by ordinance. The mechanism for implementing these design standard action items should be considered based on the level of flexibility the City deems appropriate during implementation. Where it may be appropriate or desired to create objective design standards, the following action items should be considered along with those identified in the Regulatory Documents category.

Table 9-3: Design Standards Action Items

Action Item No.	Action Item
LU-13a	Adopt objective design standards related to building elevations, window locations, balconies, and air conditioning units above the first story.
LU-41a	Continue the Swedish motif already prominent in downtown Kingsburg through implementation of the Design Guidelines.
LU-41b	Establish standards for downtown commercial building façade enhancements and restorations.
CI-28a	Establish standards based on the following features: Provide a minimum right-of-way of 20-25' to include a 10-12' proposed trail. Provide sufficient space for trees and lawn development when the pedestrian parkway backs onto residential development.
CI-28b	Establish standards based on the following features when the pedestrian parkway is located alongside an arterial or collector street: Provide a minimum right-of-way of 20-25'. Permit a meandering walk placement surrounded by lawn, groundcover, shrubs, and trees.

Public Works Improvements Standards

Like the Zoning Ordinance, public works improvement standards play a significant role in the implementation of the General Plan. The action items listed in **Table 9-4** may modify existing public works improvement standards or require new standards be implemented.

Table 9-4: Public Works Improvement Standards Action Items

Action Item No.	Action Item
CI-2a	Review and update public works standards, as needed, to ensure streets develop as outlined in <i>Table 4-2: Street Types</i> .
CI-7a	Permit design flexibility in collector streets to accommodate specific projects, including Planned Unit Developments, and emergent safety and design strategies.
CI-8a	Permit design flexibility in arterial streets to accommodate specific projects, including Planned Unit Developments, and emergent safety and design strategies.
CI-27b	Require street lighting within the rights-of-way of all public streets.
RM-10b	Temporary stormwater drainage ponds shall be designed so they can be converted to the appropriate proposed use for the area as designated in the General Plan.
SAF-9a	Review and revise, as appropriate, City standards to allow for LID strategies. Periodically review City standards to ensure innovative or new site design strategies which protect water quality are permitted, as appropriate.

Capital Improvement Program (CIP)

The Capital Improvement Program is a planning level document that allows for the City to prioritize infrastructure improvements and other capital expenditures. The following action items are for consideration during the annual review of the CIP.

Table 9-5: Capital Improvement Program Action Items

Action Item No.	Action Item
CI-1b	Consider additional funding sources, beyond public funding, to address deficiencies in arterial, collector, and local streets.
CI-16a	Identify economically feasible street and highway improvement and maintenance projects that will improve goods movement.
CI-20a	Consider additional interchange ramps and ramp signalization as development occurs.
CI-25a	Prioritize pedestrian and bicycle improvement projects that close gaps in the mobility network and that create safe routes to school.
RM-2a	Annually review and update the Capital Improvement Program (CIP) which outlines and prioritizes necessary updates and additions to public facilities.
RM-4a	Periodically conduct a facilities needs assessment and plan for identified needs through the Capital Improvement Program (CIP) process.

Inventories and Evaluations

The General Plan includes many action items requiring the City to inventory a wide range of properties or evaluate the condition of existing improvements. These action items are intended to build a database of information that can support economic development efforts, inform prioritization of public improvements, or document properties of interest. Several of these action items require some level of data mapping and

may be coordinated with one another. Completion of these action items may also help to inform, or be combined with, some of the action items listed in Plans and Reports.

Table 9-6: Inventories and Evaluations Action Items

Action Item No.	Action Item
LU-25a	Periodically review availability of industrial land for new or expanded development opportunities.
CI-16b	Identify opportunities to support commercial and industrial access to existing rail facilities within the planning area.
CI-27a	Conduct a visual quality assessment of bicycle and pedestrian facilities to determine the efficacy of existing active transportation improvements and help prioritize future improvements.
SAF-6a	Prepare and maintain a map of hazardous waste sites identified through regional, State, and federal resources.
SAF-15a	Evaluate critical facilities for risk from seismic and geologic hazards. Prioritize improvements based on level of expected risk.
SAF-16a	Maintain an inventory of buildings considered unsound under conditions of “moderate” seismic activity.

Ongoing

The following action items are expected to be ongoing on either a periodic (e.g., annual) basis or on a perpetual basis, as during the development review process. Additional ongoing tasks direct continual monitoring of grant and other funding opportunities that would support implementation of other action items.

Table 9-7: Ongoing Action Items

Action Item No.	Action Item
LU-10a	Urban improvements and service extensions into agricultural areas shall be used to control the timing and direction of fringe development.
CI-7b	Permit flexibility in collector street sections and design standards during the development review process based on factors such as existing conditions, proximity to schools, or the prominence of pedestrian activity in the area.
CI-8b	Permit flexibility in arterial street sections and design standards during the development review process based on factors such as existing conditions, proximity to schools, or the prominence of pedestrian activity in the area.
RM-1a	Require the developer to be responsible for the improvement and/or provision of adequate public facilities and services to maintain adequate service levels for existing residents and businesses. This may include the installation of additional public facilities, water, or road infrastructure or the provision of fees for emergency, public safety, and/or City services.
RM-1b	Land divisions and developments are approved only when a project’s improvements, dedications, and fees cover incremental costs to the City and other agencies. Such improvements include parks, major streets, traffic signals, streetlights, drainage systems, sewer, water, fire, police, schools, and other related facilities.
RM-1c	Regularly evaluate and update, as necessary, development impact fees and other applicable City fees.
RM-1d	Require dedication of necessary rights-of-way as part of the land division and land use review processes.

Action Item No.	Action Item
RM-9b	Require new development to include grading and erosion control plans prepared by a registered engineer or land surveyor.
RM-10a	Where temporary on-site stormwater ponding is required, provisions shall be made by the City conditioning development applications under the zoning and subdivision ordinances to ensure the eventual connection to permanent facilities is physically and financially possible.
RM-26a	Utilize master plans and the Capital Improvement Program (CIP) to implement the extension of urban services efficiently and responsibly.
RM-26b	Support the use of Williamson Act contracts to prevent the premature conversion of farmland and review and revise, as needed, the Kingsburg Municipal Code to facilitate the continuation of Williamson Act Contracted parcels, as appropriate, following annexation.
SAF-4a	Coordinate with Fresno County Environmental Health Division, related agencies, and landowners to enable the clean-up of sites impacted by hazardous materials.
SAF-5a	Ensure that industrial facilities are constructed and operated within the standards of the most up-to-date safety and environmental protocols.
SAF-6b	Ensure that the proponents of new developments address hazardous materials concerns through preparation of Phase I and Phase II studies, as necessary, as part of the design phase.
SAF-6c	Require buildings used for operations requiring a hazardous materials business plan to be investigated for the presence of hazardous materials and waste as part of the re-use, rehabilitation, or demolition process.
SAF-8a	Monitor funding sources for improvements, if necessary, to maintain the domestic water system in accordance with applicable water quality standards.
SAF-11a	Coordinate with Selma-Kingsburg-Fowler (SKF) County Sanitation District on available options for reuse of recycled water.
SAF-16b	Report structures determined by the City's Building Official to be structurally unsound to the owners and the County Recorder to ensure that future owners are made aware of hazardous conditions and risks.
CH-14a	Upon request, provide translation services for in-person and virtual public meetings to ensure information is provided in a way that supports broad community participation. Translation services should be made available in a variety of languages most applicable to the community, which may change over time.
CH-16a	Consider alternative schedules, venues, and formats for public meetings to facilitate maximum participation.
CH-20a	Noise studies shall be required during the discretionary entitlement review process for new residential uses located within 350 feet of State Route 99 and within 100 feet of the rail line.



Appendices



Appendix A: Legislative Review and Assessments Report



City of Kingsburg

Focused General Plan Update Legislative Review and Assessments Report

October 2024

Prepared For:

City of Kingsburg
1401 Draper Street
Kingsburg, CA 93631

Prepared By:

Provost & Pritchard Consulting Group

**PROVOST &
PRITCHARD**

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Introduction and Purpose

The purpose of this legislative review and assessments report is to provide an overview of the new general plan requirements enacted since adoption of the Kingsburg General Plan in 1992,¹ including climate adaptation (Senate Bill (SB) 379), wildfire risk (SB 1241), flooding (SB 5), transportation (circulation [SB 932, AB 1358] and evacuation routes [SB 99]), air quality (AB 170), and environmental justice (SB 1000, SB 244). Additionally, SB 1458 and SB 1462 have notification requirements for jurisdictions near military facilities and are also addressed in this report. This report also considers community health impacts and analyzes environmental justice factors in Kingsburg. Potential challenges are identified to be addressed as part of the ongoing planning process for the new Healthy Community element of the General Plan.

This report documents required analyses for compliance with these new legislative requirements and provides recommendations that will inform goals and policies for the focused General Plan update.

Report Organization

This legislative review and assessments report consists of three sections: Introduction and Purpose, Climate Adaptation and Resiliency, and Planning for Healthy Communities and Environmental Justice.

- **Introduction and Purpose.** This section provides background information on the City's Focused General Plan Update, City demographics, and the legislative context informing the updates to the General Plan. New legislative requirements that Kingsburg already meets are identified in this section.
- **Climate Adaptation and Resiliency.** This section contains an analysis of legislation and existing conditions related to climate adaptation planning and will largely inform the updates to the City's Hazard Management Element of its General Plan. Much of this section is informed by the 2024 Fresno County Local Hazard Mitigation Plan (LHMP) which Kingsburg participated in. The **Vulnerability Assessment** summarizes the findings of the LHMP and identifies areas where additional policies may be warranted in the General Plan. The Climate Adaptation and Resiliency section also discusses two areas with additional general plan requirements: **Wildfire Risk** and **Flood Risk and 200-Year Flood Zones**.
- **Planning for Healthy Communities and Environmental Justice.** This section considers six policy topics related to planning for healthy communities and assesses the City's existing conditions, policies, and programs related to these topics. This analysis is required per Senate Bill 1000.

Existing City Demographics

Incorporated in 1908, the City of Kingsburg is now home to approximately 13,013 residents, according to the 2023 population estimate from the United States Census Bureau.

¹ While some amendments have been made since, the City's General Plan was last comprehensively updated in 1992.

Racial and Ethnic Composition

The City of Kingsburg is primarily white, with a significant population of Hispanic and Latino individuals as well. A breakdown of racial composition is provided in **Table 1** below, which comes from the United States Census Bureau's 2023 population estimates.

Table 1 – Racial and Ethnic Composition¹

Race	Percentage of Population
White alone	68.5%
Black or African American alone	0.6%
American Indian and Alaskan Native alone	0.3%
Asian alone	6.8%
Native Hawaiian and Other Pacific Islander alone	0.0%
Two or More Races	14.0%
Hispanic or Latino	46.8%
White alone, not Hispanic or Latino	43.5%

¹ Racial and ethnic composition data comes from the 2023 United States Census Bureau

Household and Income

The City of Kingsburg is comprised of approximately 4,206 households. A household includes all people living together in a housing unit, which may include one or more families living together, a person living alone, or a group of related or unrelated people. Kingsburg's households have an average of 2.91 people, slightly lower than Fresno County's average household size of 3.63.²

In 2022 dollars, the median household income for Kingsburg is \$74,897 annually, which is higher than the Fresno County median household income of \$67,756.³ Kingsburg's per capita average income is \$32,155. Approximately 9.6% of the City of Kingsburg is considered to be living in poverty, lower than Fresno County's 18.6%.⁴

Employment and Workforce

The economic health of an area largely depends on the composition of its labor force. In part, major employers decide where to locate based on the availability of the workers that can meet their needs. Kingsburg's unemployment rate as of July 2024 is 5.1%,⁵ comparable to California as a whole, which had an unemployment rate of 5.2%.⁶ The California Employment Development Department provides employment numbers by the employment industry for various metropolitan areas within the state, including the Fresno metropolitan area. As of July 2024, there were approximately 431,300 jobs in the area across several industries.

² (United States Census Bureau, 2024)

³ (United States Census Bureau, 2024)

⁴ (United States Census Bureau, 2024)

⁵ (California Employment Development Department, 2024)

⁶ (Bureau of Labor Statistics, 2024)

Population

Kingsburg’s average age is 37.6, slightly lower than the average age for California of 38.2. The average age for Fresno County is 33.9. 17.4% of Kingsburg’s residents are over the average age of 65, compared to 13.2% in Fresno County.⁷

53.3% of Kingsburg residents are female, while 49.9% of Fresno County residents are female.⁸

Legislative Context

Brief summaries of relevant legislation enacted since the last comprehensive update to the Kingsburg General Plan in 1992 are provided below. **Table 2** identifies each bill, the general plan element it applies to, whether Kingsburg is subject to the bill based on local conditions, and where additional analysis is contained within this report, if required. Additional information about the requirements of these bills, as well as a discussion of these issues in Kingsburg, is provided in subsequent sections.

Table 2 – Summary of General Plan Legislation

Bill	General Plan Element	Applicability	Additional Analysis
SB 379 , Climate Adaptation	Safety	Yes	See Climate Adaptation and Resiliency section for additional analysis in compliance with bill requirements
SB 1241 , Wildfire Risk	Safety	Limited ¹	
SB 5 , Flooding	Safety	Limited ²	
SB 99 , Evacuation Routes	Safety	No	
AB 170 , Air Quality	Air Quality	Yes ³	
SB 1000 , Planning for Healthy Communities	Environmental Justice	Yes	See Planning for Healthy Communities and Environmental Justice section for additional analysis in compliance with bill requirements
SB 244 , Disadvantaged Unincorporated Communities	Land Use	No	
SB 1458/SB 1462 , Military Readiness	Land Use	No	
AB 1358 , Complete Streets	Circulation	Yes ³	
SB 932 , Transportation Planning	Circulation	Yes ³	

¹ No areas of wildfire risk are located within the Kingsburg Planning Area; however, a summary of historical fire data is required, which is provided in the **Wildfire Risk** section.

² No 200-year flood zones are located within the Kingsburg Planning Area; however, mapping is included in the **Flooding and 200-Year Flood Zones** section to document the absence of these areas for compliance with SB 5.

³ While the requirements of these bills are applicable to the Kingsburg General Plan, no specific additional analysis is required. Compliance with these bill requirements will be confirmed during review of the existing General Plan policies during the update process.

Climate Adaptation – SB 379

SB 379 (Jackson), enacted October 8, 2015, requires cities and counties to address the impacts of climate change in their communities by including a vulnerability assessment of climate risks; a set of adaptation and resilience goals, policies, and objectives; and implementation measures in their general plans. The

⁷ (United States Census Bureau, 2024)

⁸ (United States Census Bureau, 2024)

legislation permits jurisdictions to reference efforts completed for other plans, including local hazard mitigation plans, as part of their safety elements. The City of Kingsburg participated in the Fresno County Multi-Hazard Mitigation Plan in 2024, which will be included by reference in the updated Safety Element.

Wildfire Risk – SB 1241

SB 1241 (Kehoe), enacted September 13, 2012, requires jurisdictions to address fire risk in very high fire hazard severity zones and state responsibility areas. Jurisdictions must include historical data on wildfires; information regarding fire hazards in state responsibility areas and very high fire hazard severity zones; discuss structures, roads, utilities, and essential public facilities in these areas; and provide goals, policies, and implementation measures to protect the community from unreasonable wildfire risk.

Flooding – SB 5

SB 5 (Machado), enacted October 10, 2007, requires cities and counties in the Sacramento-San Joaquin Valley to address 200-year flooding in their general plans. To adequately address flooding, jurisdictions must discuss flooding data, provide goals and policies for the protection of lives and property that will reduce the risk of flood damage, and include related feasible implementation measures. Jurisdictions rely on the Central Valley Flood Protection Board to provide mapping of 200-year flood zones. The Central Valley Flood Protection Board uses data from the 2002 Sacramento and San Joaquin River Basin Comprehensive Study, which does not indicate the presence of any 200-year flood zones in the Kingsburg Planning Area.

Evacuation Routes - SB 99

SB 99 (Nielsen), enacted August 30, 2019, requires cities and counties to update their safety elements by identifying residential developments in hazard areas that lack at least two emergency evacuation routes. The bill focuses on establishing and maintaining specific evacuation routes within cities and counties. It mandates local governments identify and ensure the accessibility of these routes during emergencies like wildfires, floods, or other disasters. Collaboration among agencies is emphasized to coordinate and maintain these routes, aiming to enhance public safety and streamline evacuation procedures statewide. The goal is to improve preparedness and response capabilities, ensuring efficient evacuation processes during critical situations. The City of Kingsburg is not located within hazard areas for liquefaction, earthquake, fire, or flooding.

Air Quality – AB 170

AB 170 (Reyes), enacted September 22, 2003, focuses on improving air quality in the San Joaquin Valley by requiring local governments to include an air quality element in their general plans. The bill aims to address the significant air pollution challenges in the region, which often affect public health and quality of life. It mandates that the air quality element incorporates strategies for reducing emissions, promoting clean transportation, and enhancing community engagement in air quality initiatives. The bill emphasizes collaboration with the San Joaquin Valley Air Pollution Control District and other stakeholders to ensure effective implementation and measurable improvements in air quality standards. The requirements of AB 170 do apply to Kingsburg and existing General Plan policies will be evaluated for compliance with these requirements. However, no specific analysis is required so this bill is not addressed further in this policy report.

Environmental Justice – SB 1000

Throughout the country and the State of California, it has been documented that certain communities experience a disproportionate burden of environmental health hazards.⁹ Often, these communities are made up of low-income residents, communities of color, indigenous peoples, or immigrant communities, leading to intersecting structural inequalities, or converging disadvantages, that further marginalize already under-served populations.

These burdens are often exacerbated by a range of factors which critically inform the land use planning process. Some of these factors include zoning, land use planning, discriminatory housing policies, limited community involvement in the land use planning process, and development patterns that tend to concentrate environmental hazards in certain impacted communities while simultaneously placing economically or environmentally advantageous uses elsewhere. The impacts of these factors leave certain communities, known as disadvantaged communities (DACs), facing significant barriers to their overall health, livelihood, and ongoing sustainability.¹⁰ Evaluating the presence of DACs within a local jurisdiction, as well as the circumstances that contribute to the classification of a DAC, is an important step in establishing land use plans and policies which meet the needs of the most marginalized, vulnerable, and under-served populations in a community.

It may also be helpful to note that recent movements in social and environmental justice may utilize the terms “disadvantaged community” and “environmental justice community” interchangeably. While environmental justice communities and disadvantaged communities often share common issues and may be analyzed in similar ways, this analysis will use the term DACs in order to maintain consistency with the terms identified in SB 1000, which refers exclusively to Disadvantaged Communities, as described below.

Land Use Planning and Environmental Justice

There are three important concepts of environmental justice which are linked to land use planning: distributive justice, procedural justice, and social justice.

- **Distributive justice** refers to the inequitable distribution of harms and public benefits in which certain communities are exposed to pollution or lack access to public improvements.¹¹ Distributive justice is often exhibited through land use planning and local implementation documents, such as zoning codes or Capital Improvement Programs, which establish development requirements and prioritize investments in public improvement projects.
- **Procedural justice** refers to equity in decision-making and can be facilitated by targeted community involvement in the land use planning process.
- **Social justice** refers to the reality that racial, class, economic, and political factors influence the quality of life and the distribution of pollution.¹²

By recognizing these concepts and integrating policies which address environmental justice issues as part of the General Plan update process, the City can ensure that every community member is considered when planning future development in Kingsburg. These policies will be incorporated into the new Healthy Community element.

⁹ (California Environmental Justice Alliance, Placeworks, 2018)

¹⁰ (California Environmental Justice Alliance, Placeworks, 2018)

¹¹ (California Environmental Justice Alliance, Placeworks, 2018)

¹² (California Environmental Justice Alliance, Placeworks, 2018)

Senate Bill 1000

In order to recognize and address environmental justice issues, the State of California passed legislation requiring cities and counties to incorporate environmental justice policies and programs into their land use planning processes. Senate Bill (SB) 1000, also known as the *Planning for Healthy Communities Act*, was signed into law on September 24th, 2016. The purpose of this law is to create healthier cities and counties by protecting sensitive land uses and prioritizing the needs of DACs. This law defines DACs as “an area identified by the California Environmental Protection Agency (CalEPA) pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.”

As a result of this law, cities and counties must now determine the presence of DACs in their communities and, if present, adopt an environmental justice element or integrate environmental justice goals, objectives, and policies into their General Plans. These policies must work to reduce unique or compounded health risks in DACs by addressing the following:

- Pollution exposure and air quality,
- Access to public facilities,
- Access to healthy food,
- Access to safe and sanitary homes,
- Access to spaces for physical activity,
- Community engagement, and
- Program improvements to identify and reverse systemic funding inequities for disadvantaged communities.

Based on mapping from CalEnviroScreen, Kingsburg is considered a DAC and is required to include environmental justice policies into the General Plan. The City will accomplish this through the adoption of a new Healthy Community element. CalEnviroScreen mapping is discussed in more detail in the ***Identifying Disadvantaged Communities*** section below.

Disadvantaged Unincorporated Communities - SB 244

SB 244 (Wolk), approved on October 7, 2011, requires jurisdictions to include identification of disadvantaged island, fringe, or legacy unincorporated communities (DUCs)¹³ in the land use element of their General Plan. Specifically, cities are required to identify the presence of island or fringe DUCs within their Sphere of Influence (SOI). Where DUCs are present, an analysis of water, wastewater, stormwater drainage, and structural fire protection needs and/or deficiencies, as well as potential service extensions, is required in the General Plan. In 2015, Fresno Local Agency Formation Commission (Fresno LAFCO) initially mapped and discussed DUCs (Disadvantaged Unincorporated Communities). In February 2020, Fresno LAFCO updated its database¹⁴ using new demographic datasets to estimate median household incomes across Fresno County. The 2020 DUC database draws on data from the Commission's Municipal Service Review Program, sphere of influence update program, and demographic information sourced from the

¹³ A disadvantaged unincorporated community is an unincorporated inhabited area where the annual median household income is less than 80 percent of the statewide average.

¹⁴ Fresno Local Agency Formation Commission (LAFCO) 2020 DUC Database

United States Census Bureau's American Community Surveys (five-year reports for 2012-2016). Notably, no DUCs were identified in Kingsburg.

Military Readiness – SB 1458 and SB 1462

SB 1458 (Knight), enacted in September 2002, and SB 1462 (Kuehl), enacted in September 2004, require jurisdictions to consider the impact of new growth on military readiness activities carried out on military property within or adjacent to their planning areas. General plans are also required to identify existing and proposed military facilities. Amendments to a general plan must be referred to the US Armed Forces for review when proposed amendments are within or adjacent to military facilities or training routes. Implementation of these bills relies on mapping from the California Military Land Use Compatibility Analyst which was made available in 2014. According to the California Military Land Use Compatibility Analyst, made available through the Office of Planning and Research in 2014, the Kingsburg Planning Area does not intersect with any military bases, special use airspaces, or low-level flight paths. No coordination with the military is required based on the requirements of SB 1458 or SB 1462.

Multimodal Transportation Networks – AB 1358

AB 1358 (Leno), enacted September 30, 2008, requires that the legislative bodies of cities and counties in California adopt a balanced, multimodal transportation network in their circulation elements during substantive revisions of their general plans. This network must serve all users of streets, roads, and highways, including motorists, pedestrians, cyclists, children, seniors, individuals with disabilities, and commercial goods transporters, with adjustments made for the specific rural, suburban, or urban context of each plan. The requirements of AB 1358 do apply to Kingsburg and existing General Plan policies will be evaluated for compliance with these requirements. However, no specific analysis is required so this bill is not addressed further in this policy report.

Transportation Planning - SB 932

SB 932 (Portantino), enacted September 28, 2022, requires cities and counties to incorporate the principles of the Federal Highway Administration's Safe System Approach and to develop bicycle plans, pedestrian plans, and traffic calming plans based on the policies and goals in the circulation element. The bill aims to promote sustainable transportation options, reduce greenhouse gas emissions, and improve overall mobility within communities. It emphasizes the integration of land use and transportation planning to create more walkable, bike-friendly, and transit-oriented neighborhoods across the state. The requirements of SB 932 do apply to Kingsburg and existing General Plan policies will be evaluated for compliance with these requirements. However, no specific analysis is required so this bill is not addressed further in this policy report.

Climate Adaptation and Resiliency

Background

The earth's climate has been warming for the past century. Scientific analysis of earth's historical climate shows that the climate system varies naturally over a wide range of timescales. In general, climate changes prior to the Industrial Revolution in the 1700s can be explained by natural causes. However, recent climate changes cannot be explained by natural causes alone.¹⁵ It is understood that this warming trend is related to anthropogenic¹⁶ releases of certain gases, known as greenhouse gases (GHG), into the atmosphere. GHGs absorb infrared energy that would otherwise escape from the Earth. As the infrared energy is absorbed, the air surrounding the Earth is heated. An overall warming trend has been recorded since the late 19th century, with the most rapid warming occurring over the past two decades.

Recent scientific analysis completed by the Intergovernmental Panel on Climate Change (IPCC) confirms that human influence on the climate system is clear, and recent anthropogenic emissions of greenhouse gases are the highest in history.¹⁷ This has led to atmospheric concentrations of carbon dioxide, methane, and nitrous oxide that are unprecedented in at least the last 800,000 years. Their effects, together with those of other anthropogenic drivers, have been detected throughout the climate system and are extremely likely to have been the dominant cause of the observed warming since the mid-20th century.¹⁷

In recent decades, changes in climate have caused impacts on natural and human systems on all continents and across the oceans. Impacts are due to observed climate change, irrespective of its cause, indicating the sensitivity of natural and human systems to changing climate.¹⁸ Some of these impacts include changes in extreme weather, precipitation, and melting snow which affect water resources, impact crop yields, and change wildlife geographic ranges and migratory patterns.¹⁹

Even after implementing measures to minimize how much the climate will change, communities will experience new challenges due to the shifting climate. These impacts will vary from place to place, as will their intensity. In order to prepare for these changes, communities must determine what impacts they are most likely to face.

Mitigation Versus Adaptation

In the wake of new legislation pertaining to climate adaptation, it is necessary to distinguish the types of planning efforts undertaken to address climate change. Local planning efforts address climate change in two separate yet related ways. The first is through the reduction of greenhouse gas (GHG) emissions, also known as mitigation. The second is through adaptation planning, which is the focus of the discussion relative to SB 379 within this policy paper. While these efforts are often pursued in parallel, there is a

¹⁵ (Causes of Climate Change, 2024)

¹⁶ Resulting from the influence of human beings.

¹⁷ (Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change, 2014)

¹⁸ (Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change, 2014)

¹⁹ (Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change, 2014)

distinct difference between mitigation and adaptation. The purpose of mitigation is to slow the overall effects and consequences of climate change by reducing the amount of GHGs released into the atmosphere. Adaptation planning seeks to address the impacts of climate change on the vital structures, functions, and populations within a specific jurisdiction. Adaptation planning assesses climate change risks and provides coping strategies to help communities adapt to the changing environment regardless of how effectively GHG emissions may be curbed.

Mitigation. The reduction of greenhouse gas (GHG) emissions to slow the effects of climate change by reducing the amount of GHGs.

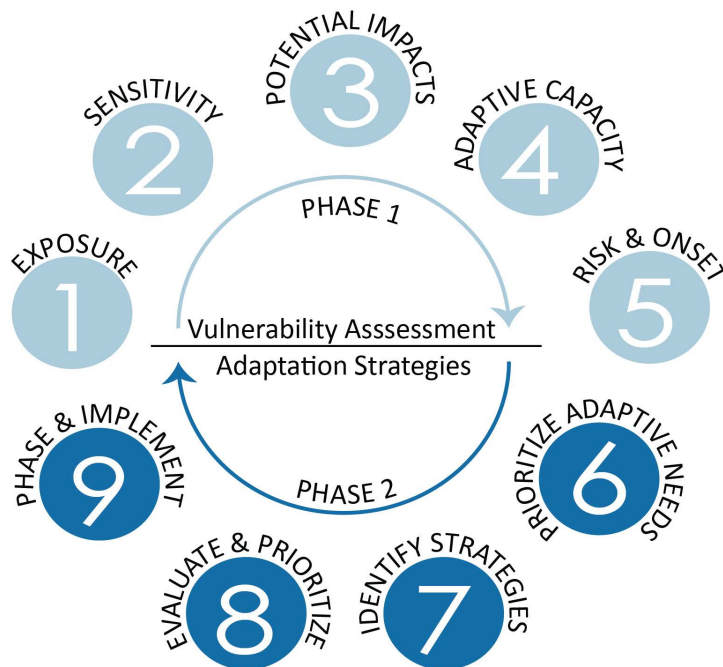
Adaptation Planning. The identification of strategies to help communities adapt to changes in the environment regardless of how effective mitigation is in reducing GHGs.

These parallel planning efforts are also handled through two different regulatory landscapes. Mitigation is often dealt with through environmental compliance documents regulated by the California Environmental Quality Act (CEQA), while adaptation planning is addressed through long range planning documents such as local hazard mitigation plans (LHMPs), general plans, or climate action plans.

Climate Adaptation Planning

The primary resource outlining best practices for climate adaptation planning is the California Adaptation Planning Guide (APG). The APG was developed by the California Emergency Management Agency (CEMA) and the California Natural Resources Agency (CNRA) to help guide climate adaptation planning at the local level. The guide is a four-part series which introduces the basis for climate adaptation planning, provides a step-by-step process for conducting local vulnerability assessments, and outlines strategies for creating local adaptation plans. The APG breaks down climate adaptation planning into nine distinct tasks categorized into two phases, as shown in *Figure 1*.

Figure 1 – Adaptation Planning Development



(California Emergency Management Agency, California Natural Resources Agency, 2012)

Phase one of this process is conducting a vulnerability assessment, which includes steps one through five. The vulnerability assessment considers and identifies:

1. **Exposure** the community will experience due to the effects of climate change.
2. **Sensitivity** of key community structures, functions, and populations that are potentially susceptible to each exposure.
3. **Potential Impacts** likely to occur to the structures, functions, and populations within a community due to climate change exposures.
4. **Adaptive Capacity** of the community, or its ability to cope with and address projected impacts.
5. **Risk and Onset**, including necessary adjustments to address the likely occurrence and timing of the projected impacts.

The Fresno County Multi-Jurisdictional Local Hazard Mitigation Plan (Fresno County LHMP) used a Risk Factor (RF) methodology employed by Fresno County to assess and rank hazards according to the threat levels, which includes the same considerations identified above, although covered through the following four step methodology identified in the 2023 FEMA Local Mitigation Planning Handbook: describe hazards, identify community assets, analyze risks, and summarize vulnerability. The RF methodology underwent scrutiny by the Hazard Mitigation Planning Committee and all stakeholders during the Draft Plan Review of the Fresno County LHMP.

Phase two of the planning process is known as adaptation strategy development. This process includes steps six through nine:

6. **Prioritize Adaptive Needs** based on the findings in the vulnerability assessment.
7. **Identify Strategies** to address the highest priority adaptation needs.
8. **Evaluate and Prioritize** those strategies based on the projected onset of the impacts, cost, co-benefits, and feasibility.
9. **Phase and Implement** adaptation strategies and develop a monitoring system to assess effectiveness.

As noted in the **Introduction and Purpose** section above, climate adaptation strategies identified during phase two (steps six through nine) will be addressed during future stages of the General Plan update process. The vulnerability assessment (steps one through five) will result in policy recommendations for the General Plan, which will be considered during phase two of the climate adaptation planning process as part of this update process.

Vulnerability Assessment

A vulnerability assessment was completed as part of the 2024 Fresno County LHMP, of which Kingsburg is a participating agency. Kingsburg-specific data is included in the City of Kingsburg Annex, adopted as part of the Fresno County LHMP. This vulnerability assessment summarizes information included in the LHMP that is relevant to Kingsburg, which includes the City of Kingsburg Annex. Additional details can be found in the LHMP, which will be incorporated into the General Plan by reference. The LHMP can be found [here](#) on the Fresno County website. Information in this section is based on a review of both County-wide and local conditions relevant to Kingsburg and highlights planning activities related to hazard management that have already been conducted outside of the Kingsburg General Plan. The **Summary and Recommendations**

section below focuses on recommended actions for the General Plan in consideration of all the planning activities conducted to-date.

Identified Hazards

A hazard identification assessment was completed as part of the Fresno County LHMP. It identified potential hazards that may impact Fresno County and its jurisdictions by assessing data from the following sources:

- Bureau of Land Management
- California Department of Forestry and Fire Protection
- California Department of Parks and Recreation Office of Historic Preservation
- California Department of Transportation
- California Geological Survey
- Fresno County Agricultural Department
- Fresno County Health Department
- Fresno County Information Technology/Geographic Information Systems Department
- Fresno County Internal Services Department
- Fresno County Land Use Department
- Fresno County Public Works and Planning Department
- National Oceanic and Atmospheric Administration National Climatic Data Center
- National Register of Historic Places
- Natural Resource Conservation Service
- National Weather Service
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- US Sierra National Forest
- Western Regional Climate Center

Included Hazards

The following hazards were identified and assessed in the Fresno County LHMP:

- Agricultural Hazards
- Avalanche
- Dam Failures
- Drought
- Earthquake
- Flood
- Wildfire
- Volcano
- Human Health Hazards
- Severe Weather
- Soil Erosion

These are hazards addressed on a County-wide scale. The City of Kingsburg Annex, contained within the LHMP, discusses hazards relevant to the City of Kingsburg. Not all hazards are addressed at this more localized level, and only the hazards discussed within the City of Kingsburg Annex are included in the **Hazard Profiles** below.

Hazard Profiles

The City of Kingsburg Annex prepared as part of the LHMP identified several hazards with the potential to impact the City. The probability, impact, spatial extent, warning time, and duration of each identified hazard was assessed, and the information is summarized in **Table 3** below. Probability refers to the likelihood of a hazard event occurring in a given year. Impact, in terms of injuries, damage, and/or death, relates to whether impacts would be anticipated to be minor, limited, critical, or catastrophic when a significant hazard event occurs. Spatial extent notes how large of an area could be impacted and whether impacts would be localized or regional. Warning time refers to whether there would usually be some lead time associated with the hazard event and, if so, how long. Duration specifies how long the hazard event would usually last. Overall risk is a determination based on the other hazard attributes.

The **Hazard Profiles** section summarizes the analysis completed in the 2024 Fresno County LHMP on both the County and local level for Kingsburg. This report considers the County-wide and local risk for each hazard relevant to Kingsburg.

Table 3 – Kingsburg Hazard Summaries

City of Kingsburg Hazard Summaries						
Hazard	Probability ¹	Impact ²	Spatial Extent ³	Warning Time	Duration	Overall Risk ⁴
Agricultural Hazards	Highly Likely	Critical	Large	12 to 24 hours	Less than 24 hours	Medium
Avalanche	Unlikely	Minor	Negligible	N/A	N/A	Low
Dam Failure	Possible	Critical	Large	Less than 6 hours	Less than 24 hours	Medium
Drought	Possible	Limited	Large	More than 24 hours	More than 1 week	High
Earthquake	Possible	Limited	Large	Less than 4 hours	More than 1 week	Medium
Flood/Levee Failure	Possible	Critical	Negligible	More than 24 hours	Less than 1 week	Medium
Hazardous Materials	Highly Likely	Critical	Large	Less than 6 hours	Less than 1 week	High
Volcano	Unlikely	Minor	Negligible	Less than 6 hours	Less than 6 hours	Low
Wildfire	Possible	Limited	Negligible	12 to 24 hours	More than 1 week	Low
Human Health Hazards						
Epidemic/Pandemic	Possible	Catastrophic	Large	More than 24 hours	More than 1 week	High
West Nile Virus	Highly Likely	Minor	N/A	N/A	N/A	Low
Severe Weather						
Extreme Cold/Freeze/Heat	Highly Likely	Minor	Large	More than 24 hours	Less than 1 week	Medium

City of Kingsburg Hazard Summaries						
Hazard	Probability ¹	Impact ²	Spatial Extent ³	Warning Time	Duration	Overall Risk ⁴
Fog	Likely	Limited	Large	More than 24 hours	Less than 24 hours	Medium
Heavy Rain/Thunderstorm/Hail/Lightning/Wind	Likely	Minor	Large	More than 24 hours	Less than 24 hours	Low
Tornado	Possible	Minor	Large	Less than 6 hours	Less than 6 hours	Low
Winter Storm	Possible	Minor	Large	More than 24 hours	Less than 1 week	Low
Soil Hazards						
Erosion	Likely	Minor	Negligible	N/A	N/A	Low
Expansive Soils	Possible	Minor	Negligible	N/A	N/A	Low
Land Subsidence	Possible	No Data	Limited	N/A	N/A	Medium
Landslide	Possible	Minor	Negligible	12 to 24 hours	Less than 6 hours	Low

- Probability.
 Highly Likely: Greater than 90% annual probability
 Likely: Between 50% and 90% annual probability
 Possible: Between 1% and 49.9% annual probability
 Unlikely: Less than 1% annual probability
- Impact.
 Minor: Very few injuries, if any. Only minor property damage and minimal disruption to quality of life. Temporary shutdown of critical facilities.
 Limited: Minor injuries. More than 10% of property in affected area damaged or destroyed. Complete shutdown of critical facilities for more than one day.
 Critical: Multiple deaths/injuries possible. More than 25% of property in affected area damaged or destroyed. Complete shutdown of critical facilities for more than a week.
 Catastrophic: High number of deaths/injuries possible. More than 50% of property in affected area damaged or destroyed. Complete shutdown of critical facilities for 30 days or more.
- Spatial Extent.
 Negligible: Less than 1% of area affected
 Small: Between 1% and 10.9% of area affected
 Moderate: Between 11% and 25% of area affected
 Large: Greater than 25% of area affected
- Hazard "Overall Risk" differs from the risk factor methodology used based on the jurisdiction's Hazard Risk Assessment Worksheet. For example, the "Overall Risk" for a hazard may be High but the jurisdiction assessed the hazard to be a Low risk based on other factors.

Hazard profiles for each of the hazards identified in **Table 3** were prepared for the LHMP. Those hazards that are not profiled in the vulnerability assessment in the City of Kingsburg Annex were identified as consistent with the County's overall vulnerability assessment. Each profile provides a hazard description, discusses the potential impact extent, and considers past occurrences in Fresno County. These profiles can be read in full in the Vulnerability Assessment section of the Fresno County LHMP but are briefly summarized for Kingsburg below. The hazard profiles informed the strategies identified in the mitigation strategy section of the LHMP and listed in the **Mitigation Strategy (Goals and Objectives)** section below.

Agricultural Hazards

Agricultural hazards, such as fires, crops, livestock disease, noxious weeds, and contamination of animal food and water supply, can significantly alter the natural environment. The primary causes of agricultural losses are severe weather events, such as drought and freeze, excessive rain, moisture, humidity, and hail.

Extent

According to the County’s Hazard Mitigation Planning Committee (HMPC), agricultural losses occur on an annual basis throughout the County and are usually related to severe weather events.²⁰ Some of the primary businesses and sources of employment in Kingsburg specifically are agricultural, and the lands surrounding Kingsburg (in both Fresno and Tulare counties) are in agricultural production (dairy, citrus, grapes/raisins, and nuts).²¹

Impacts

In Kingsburg, agricultural hazards can impact residents and businesses (including their associated property), as well as the natural environment. The largest impact to people from a widespread crop loss is pressure on the food supply and distribution. The greatest impact to property from an agricultural hazard is crop damage and loss, which, in turn, economically impacts residents and businesses relying on the agricultural industry. Historically, when a hazard-related event results in reduced crop or product production, Kingsburg has been negatively impacted by loss of revenue to major businesses. In addition, noxious weeds, an agricultural hazard, can have negative effects on the natural environment including loss of wildlife habitat and reduced wildlife numbers, loss of native plant species, increased soil erosion and topsoil loss, and diminished water quality.

Dam Failure

Dam failure may be caused by several events, including overtopping, earthquake, internal erosion, improper design, improper maintenance, negligent operation, and/or failure of upstream dams. Overtopping is the most common cause of dam failure in the United States. A dam failure can range from a small, uncontrolled release to a catastrophic failure. Vulnerability to dam failures is confined to the areas subject to inundation downstream of the facility.

Extent

Kingsburg is in the mapped inundation area of Pine Flat Dam (see **Figure 2 – Kingsburg Dam Inundation**). Pine Flat Reservoir is located in the foothills of the Sierra Nevada Mountains, approximately 30 miles northeast of Kingsburg.²² This dam forms a one-million-acre-foot reservoir on the Kings River. Though there is a potential for dam failure, no major dams located throughout Fresno County have failed, and the likelihood of a failure is low.²³

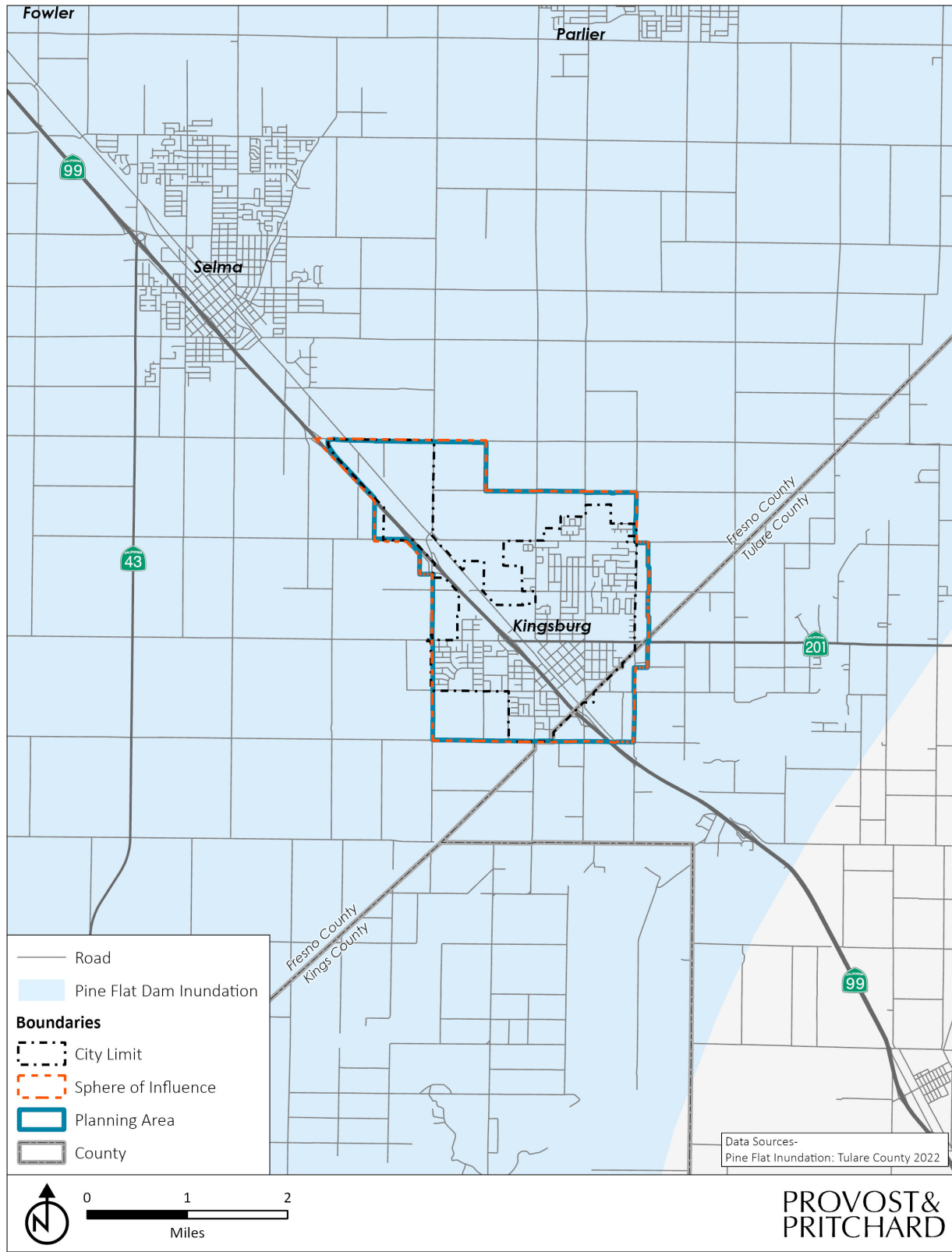
²⁰ (Fresno County, 2024)

²¹ (Fresno County, 2024)

²² (Fresno County, 2024, p. Annex G 16)

²³ (Fresno County, 2024)

Figure 2 – Kingsburg Dam Inundation



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Impacts

Should the dam fail, a large portion of Fresno County, including nearly all of Kingsburg and its planning area, would be inundated with water. Kingsburg is mapped within the 2- to 5- hour window for inundation. The Fresno County LHMP named the Pine Flat Dam a high hazard dam but recognized that failures are more likely to occur with smaller dams.²⁴ Impacts to Kingsburg from dam failure mostly include possible evacuations and flooding as well as the damages associated with flooding. For instance, in June 2017, Pine Flat Dam had to release significant water due to flooding along the Kings River, prompting evacuations and levee breaches near Kingsburg.²⁵ However, no Kingsburg residents were impacted. The only City property along the Kings River is an old wastewater treatment property which did not sustain any damage during the flooding.

Drought

Droughts are unique emergency events due to their gradual nature. They occur slowly over multi-year periods, and it can be difficult to determine when droughts begin and end.²⁶ In very dry years, the possibility of drought will become a more frequent reality. California's extensive system of water supply infrastructure can mitigate the effects of a short-term dry period, but the changing climate will stress jurisdictions' ability to meet their longer-term water needs.²⁷

Extent

Droughts are a regional phenomenon and will impact the Kingsburg Planning Area and the entire County of Fresno. In recent years, drought has been a significant issue within the State and the Central Valley, and the City of Kingsburg has identified drought as a high-risk hazard for the planning area.²⁸ Groundwater is the source of domestic water supply for Kingsburg. The groundwater basin is recharged primarily by rainfall and infiltration, stormwater runoff, infiltration from irrigated ditch flows and seepage in the Kings River bottom, and water conservation recharge to natural sloughs in the nearby agricultural area.²⁹

Impact

Drought has a variety of impacts including reduced crop productivity, increased fire hazard, reduced water levels, increased livestock and wildlife mortality, and water rationing, among other impacts. These impacts can also create secondary challenges for communities, such as increased prices, unemployment, and/or reduced tax revenues. Water costs would be expected to increase during a drought, while prolonged drought may result in reduced property values and tax revenues. Tree mortality is an additional drought impact that has been identified as significant to Fresno County and Kingsburg more specifically.³⁰

²⁴ (Fresno County, 2024)

²⁵ (Fresno County, 2024)

²⁶ (California Department of Water Resources, 2024)

²⁷ (Fresno County, 2024)

²⁸ (Fresno County, 2024)

²⁹ (Fresno County, 2024)

³⁰ (Fresno County, 2024)

Earthquake

Earthquakes can result in ground shaking, soil liquefaction, landslides, fissures, and fires. Earthquakes may cause structural damage, injury, and loss of life. Additionally, earthquakes may cause damage to infrastructure networks including water, power, gas, communication, and transportation.

Extent

Kingsburg is located in Seismic Hazard Zone 3.³¹ The nearest active earthquake faults are located in the Sierra Nevada mountain range approximately 55 miles to the east.³² Kingsburg has experienced several noticeable ground movement incidents, such as from the 1983 Coalinga earthquake and the 1989 Watsonville earthquake, but no local damage was sustained.³³ The existence and extent of soil liquefaction hazards in the area of Kingsburg are unknown.

Impact

Potential impacts within the County include damage to infrastructure, residences, and commercial buildings, as well as loss of life and injury. The degree of damage and the potential for impact depends on factors such as the magnitude, focal depth, and duration of the earthquake and/or the distance from the causative fault, among other factors. It is difficult to anticipate the potential costs of an earthquake due to the extreme variation in damages based on the intensity of the earthquake. A weak earthquake could result in little to no damage and a very low cost. However, an extreme earthquake, which, although not likely, is possible in Kingsburg, could result in loss of life and injury and millions of dollars in property damage. The City identified approximately 36 unreinforced masonry buildings in the City.³⁴ The majority of the unreinforced masonry buildings are downtown, which is considered a community asset, and a substantial earthquake would likely impact these buildings.

Extreme Heat

Extreme heat events occur when temperatures remain ten degrees or more above the average high temperature for the region for at least two days and can last for several weeks. Both the frequency and severity of extreme heat events are increasing.³⁵ Exposure to extreme heat is a critical health hazard, leading to illnesses, hospitalizations, and deaths. Conditions like heat exhaustion and heat stroke are direct threats, while extreme temperatures also contribute to cardiovascular diseases, causing heart attacks and strokes.³⁶ Extreme heat also contributes to other hazards such as **Fire and Wildfire** and **Drought**.

Extent

Extreme heat events are typically regional in nature and would impact the Kingsburg Planning Area and all of Fresno County. In Fresno County, extreme heat is more likely to occur in the San Joaquin Valley where the Kingsburg Planning Area is located and in the foothills.

³¹ (Fresno County, 2024, pp. Annex - 17)

³² (California Department of Conservation, 2015)

³³ (Fresno County, 2024, pp. Annex - 17)

³⁴ (Fresno County, 2024)

³⁵ (Center for Disease Control and Prevention)

³⁶ (United States Environmental Protection Agency, 2024)

Impact

Extreme heat impacts diverse populations disproportionately. Athletes, children, older adults, farm workers and other outdoor workers, and people experiencing homelessness have the greatest risk of being affected by extreme heat. Kingsburg has a high population of elderly residents that are vulnerable during extreme heat events. The City of Kingsburg maintains a cooling station plan administered by the Community Services Department. The fire and police stations, City Hall, and the senior center also serve as cooling centers. Nonetheless, hospital admissions and emergency room visits increase during extreme heat events. Increased electricity usage and additional health care costs are anticipated during extreme heat events.

Extreme heat can cause infrastructure damage to roads. Vulnerable factors can include building materials, insulation, and roofing that may not be adequately designed to withstand prolonged high temperatures. This can lead to increased energy consumption for cooling, potential structural damage, and even health risks for occupants. Moreover, properties lacking sufficient vegetation or green spaces may experience amplified heat effects, contributing to the urban heat island effect and exacerbating local temperature disparities.

Extreme heat may also cause temporary drought-like conditions and increase wildfire risks. For example, several weeks of extreme heat increases evapotranspiration³⁷ and reduces moisture content in vegetation, leading to higher wildfire vulnerability for that time period even if the rest of the season is relatively moist.³⁸

Flood/Levee Failure

Flooding is a natural occurrence in the Central Valley because it is a natural drainage basin for thousands of watershed acres of Sierra Nevada and Coastal Range foothills and mountains. Historically, the Kingsburg Planning Area has been at risk of flooding primarily during the winter and spring months. Normally, storm floodwaters are kept within defined limits by a variety of storm drainage and flood control measures. However, extended heavy rains can occasionally result in floodwaters that exceed normal high-water boundaries and cause damage.

Extent

Heavy rain can lead to problems with storm drainage and create localized flood problems. According to the City of Kingsburg Storm Drain Master Plan, there are several flooding problem areas in the City.³⁹ These areas are primarily a result of undersized pipes where runoff exceeds pipe capacity even for minor storms, damaged curb and gutters where the flow lines have been disrupted due to raised gutters and other obstructions, or damaged drainpipes. Most damaged lines are downtown, where the storm drainpipes are some of the oldest in the system.⁴⁰ The undersized lines are located along Kern Street near Roosevelt Elementary School and along Mariposa Street near Lincoln Elementary School. Areas with curb and gutter flow line damage are generally in the older residential areas, including the areas south and west of Kingsburg High School. The downtown areas along Washington, Lincoln, and Lewis streets also have

³⁷ The movement of water from the surface to the atmosphere through both evaporation and transpiration.

³⁸ (United States Environmental Protection Agency, 2024)

³⁹ (City of Kingsburg, 2005)

⁴⁰ (City of Kingsburg, 2005)

damaged curbs and gutters.⁴¹ Inspection and cleaning has occurred in several areas throughout the City since the adoption of the Storm Drainage Master Plan.

Prior to the construction of the Pine Flat Dam in the 1920s, flooding occurred in the Kings River area. However, there is currently no flood hazard area mapped by FEMA or the Central Valley Flood Protection Control District within the City of Kingsburg (see **Figure 3 – Kingsburg Flood Zones**).⁴² Flooding is discussed in more detail in **Flood Risk and 200-Year Flood Zones**, below.

Impact

Floods can cause substantial damage to structures, landscapes, and utilities. They can also impact human safety, having the potential to sweep people downstream, cause electrical hazards, and create areas of deep standing water, among other concerns. There can also be secondary concerns in the aftermath of a flood, including floodwater infiltration into sewer systems, stagnant pools of water creating breeding grounds for mosquitoes, and the potential for mold growth in water-damaged areas.

An existing system of dams, levees, and other flood protection infrastructure is already in place in the County. Additional information can be found in the **Dam Failure** section.

Fire and Wildfire

California is prone to wildfires due to its climate, terrain, and vegetation. Developed areas may also experience urban fire hazards such as a fire started by an electrical malfunction or similar accident. Fire conditions are influenced by temperatures, vegetation, humidity, and wind.

Fire risk in Fresno County depends on location. The foothills and mountains are more susceptible to wildfire due to increased vegetation, limited roadways and access, and the likelihood of ignition events. Similar to many areas of the County, Kingsburg has high temperatures in the summer with low rainfall creating fire hazard conditions.⁴³ Kingsburg has two fire stations, located on Marion Street and South Bethel Avenue.⁴⁴ Fresno County Fire Protection District also operates fire stations outside of the City limits to the north and to the west, and the Tulare County Fire Department operates fire stations outside of the City limits to the east and to the south.^{45,46} While Kingsburg is primarily within Fresno County, the potential for a wildfire to the east or to the south of its City limits would likely be responded to by the Tulare County Fire Department.

Extent

There are no Very High, High, or Moderate Fire Hazard Severity Zones nor State Responsibility Areas within the Kingsburg City Limits.⁴⁷ A small portion of the Kingsburg Planning Area and Sphere of Influence is considered a Moderate Fire Hazard Severity Zone. Fire risk is mapped in **Figure 4 – Kingsburg Fire Hazard Areas**. Non-wildfire risks are typically focused in developed areas throughout the Kingsburg Planning Area.

⁴¹ (City of Kingsburg, 2005)

⁴² (FEMA, 2024)

⁴³ (Fresno County, 2024, p. Annex G 21)

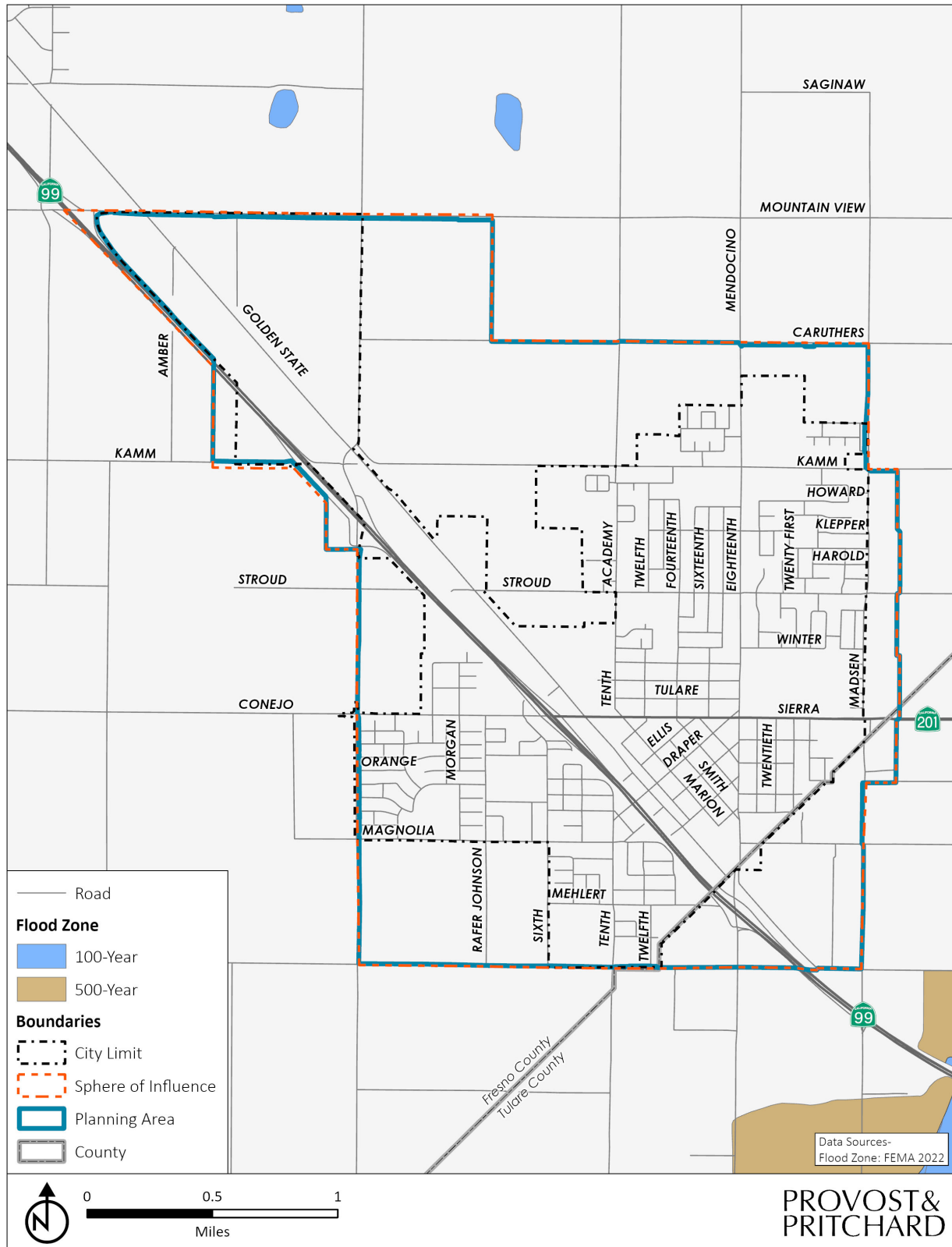
⁴⁴ (Kingsburg Fire Department)

⁴⁵ (Fresno County Fire Protection District)

⁴⁶ (Tulare County Fire, 2024)

⁴⁷ (CalFIRE, 2024)

Figure 3 – Kingsburg Flood Zones



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Impact

Wildfires can result in loss of life, injury, and structural damage and may also cause short- and long-term disruptions within the County and/or Kingsburg Planning Area to important networks such as transportation or utility infrastructure. Structures located near the urban/wildland interface are more susceptible to wildland fire. Kingsburg is surrounded by farmland and not at-risk from fires in an interface area.

Kingsburg residents may be impacted by indirect effects from wildfires, even those burning significant distances away, as smoke travels across the state and reduces air quality. As climate changes, temperatures increase, and precipitation decreases. As such, wildfires are expected to increase throughout California.

Costs related to wildfire hazards in Kingsburg would primarily be associated with emergency response efforts and damage to private property. An analysis was performed using GIS software to determine where populations, values and properties at risk, and critical facilities are located within wildfire threat zones. According to this assessment, there is no value at risk of wildfire within the City.⁴⁸ A very small portion of the Kingsburg Cemetery is within a Moderate Fire Hazard Severity Zone within the City Limits, as well as a small agricultural and residential area within the Planning Area and Sphere of Influence.

There may be additional fire hazards in Kingsburg that are not related to wildfire risks. However, structural fires such as these would not be associated with climate change impacts or the required SB 379 analysis.

Hazardous Materials

The use and transportation of hazardous materials has the potential to impact human health as well as the environment in Kingsburg. Sources of hazardous materials and toxic substances that may cause human health hazards include active and inactive industrial facilities, brownfields, or hazardous waste cleanup sites. The agricultural industry in and surrounding the Kingsburg Planning Area also presents the risk of introducing hazardous materials from agricultural activities to the area.

Extent

There are five California Accidental Release Prevention (CalARP) hazardous materials facilities⁴⁹ located in the City of Kingsburg.⁵⁰ There have been six hazardous materials incidents from 2017-2022 that have occurred in the City of Kingsburg.⁵¹ Additionally, California State Highway 99 and the Union Pacific Railroad both run through the heart of Kingsburg and serve as transportation means for large quantities and numerous types of hazardous materials.⁵²

Impact

Along with the potential for death and injuries from large-scale motor vehicle accidents or train derailment, there is the potential for hazardous material spills or fires. A derailment and fire from the Union Pacific Railroad, with large exploding liquefied petroleum gas vessels, could cause widespread damage to the City,

⁴⁸ (Fresno County, 2024, p. Annex G 21)

⁴⁹ CalARP hazardous materials facilities are businesses that utilize certain chemicals over a threshold quantity and participate in a risk management program to minimize impacts.

⁵⁰ (Fresno County, 2024)

⁵¹ (Fresno County, 2024)

⁵² (Fresno County, 2024)

as has happened in other communities across the country. Large quantities of hazardous materials are used by the agricultural industry and thus travel through Kingsburg and are stored and used in the surrounding areas. Also, there is the potential for hazardous materials releases from large industrial plants in Kingsburg, such as Guardian Glass and Del Monte.⁵³

Fog

Fog results from cooling air no longer being able to retain its water vapor.⁵⁴ Various atmospheric situations can create fog, and the Central Valley of California experiences a unique form of radiation fog called tule fog. Tule fog typically forms on winter nights as the ground cools and can last for days. When fog is particularly dense, it can be hazardous to drivers and aviators and contributes to numerous accidents each year.

Extent

Fresno County is predisposed to experiencing tule fog during the late fall to early spring. Fog issues are well documented in the Kingsburg Planning Area specifically. Kingsburg has a fog plan that involves routine replacement of signage and street stripping to maintain visibility, and the school district implements a foggy day schedule when needed.⁵⁵

Impact

Fog can contribute to transportation accidents, resulting in injury or death, due to limited vision while the fog is present. Severe fog events have contributed to multi-vehicle traffic accidents with multiple casualties along Highway 99 in Kingsburg. The Kingsburg Planning Department reported that fatal accidents related to severe fog events occur in the area every year.⁵⁶ A similar event is highly likely to occur again in the future, especially with the expansion of Highway 99 from four to six lanes and the increase in highway usage. However, the occurrences of dense fog have declined as temperatures rise due to climate change.

Asset Inventory

The LHMP, as well as the Kingsburg Annex of the LHMP, outline the various assets⁵⁷ that are vulnerable to the hazards discussed in the **Hazard Profiles** section above. The risk assessment first identifies various assets to the community based on the Fresno County Assessor's Office and its certified roll values.⁵⁸ While values are provided for these assets, the value lost in the event of a hazard is difficult to estimate, primarily

⁵³ (Fresno County, 2024, p. Annex G 20)

⁵⁴ (National Weather Service)

⁵⁵ (Fresno County, 2024)

⁵⁶ (Fresno County, 2024, p. Annex G 20)

⁵⁷ In the context of this analysis, "asset" refers to various buildings and built structures and facilities.

⁵⁸ The data on assets in the City Limits is from the Fresno County Assessor's Office and is based on the certified roll values as of February 2024. This data should only be used as a guideline to overall values in the County, as the information has some limitations. The most significant limitation is created by Proposition 13. Instead of adjusting property values annually, the values are not adjusted or assessed at fair market value until a property transfer occurs. As a result, overall value information is likely low and does not reflect current market value of properties within the County. It is also important to note, in regard to a disaster, it is generally the value of the infrastructure or improvements to the land that is of concern or at risk. Generally, the land itself is not a loss.

because damage is dependent on the severity of the hazard. **Table 4** below lists the total parcel and building count of Kingsburg’s assets at risk in addition to their total value.

Table 4 – Kingsburg Assets at Risk

Parcel Count	Building Count	Improved Value	Land Value	Total Value
4,166	4,393	\$195,880,186	\$77,170,690	\$277,098,036

A list of critical facilities identified in the Kingsburg Planning Area can be found in Table 90 of the LHMP. Such facilities include schools, fire stations, police stations, government offices, service provision infrastructure, health facilities, various utilities, and transportation infrastructure, among others. Asset types and the quantity of such are summarized in **Table 5** below. The critical facilities were also mapped in Figure 4, City of Kingsburg Critical Facilities, which can be found in Annex G of the LHMP.

Table 5 – Kingsburg Critical Facilities

Critical Facility Type	Count
CalARP	5
Fire Station	1*
Oil Crude Pipelines	1
Police Station	1
School	11
Total	19

*While there are two fire stations in Kingsburg, only the Marion Street building is listed as a critical facility in the LHMP.

The LHMP also estimates a population of 12,613 in Kingsburg as of 2022, based on data from the U.S. Census Bureau.⁵⁹ Kingsburg is recognized as a bedroom community with more than 70% of the City’s development being residential, which includes an estimated 4,482 housing units based on data from the U.S. Census Bureau. Employment sectors in Kingsburg are primarily related to agriculture, retail trade, manufacturing, education, construction, and health care and social assistance. The population and employment opportunities are discussed in more detail in the community profile and vulnerability assessment sections of the Kingsburg Annex of the LHMP.

Vulnerability and Potential Losses

The LHMP includes a summary of vulnerabilities and potential losses⁶⁰ for hazard types that have a higher likelihood of affecting Kingsburg, such as agricultural hazards, dam failure, drought, earthquake, and flood/levee failure. This summary was used to develop the hazard profiles in this report and are not repeated in this section of the policy paper. Generally, the summary provides an assessment of the potential impact and cost of a hazard event for the hazard types relevant to Kingsburg. These hazards may impact the economy of the City, especially given their potential to impact the agricultural industry that drives much of the City’s economy. The updated General Plan will include policies to address the hazards

⁵⁹ (United States Census Bureau, 2024)

⁶⁰ The Kingsburg Vulnerability Assessment begins on page 12 of the Kingsburg Annex.

most likely to affect Kingsburg to help guide future decision-making relative to growth and development in a way that minimizes the risk from hazards.

Capability Assessment

The capability assessment identifies the City's potential to successfully implement adaptation and mitigation activities.⁶¹ The assessment is divided into five sections: regulatory mitigation capabilities, administrative and technical mitigation capabilities, fiscal resources, education and outreach capabilities, and other mitigation efforts. The City of Kingsburg's existing implementation resources are discussed in more detail in tables 10 through 14 in the LHMP but are also summarized below. These tables are also included as *Appendix A*.

Regulatory Capabilities

The City's planning and regulatory capabilities include existing ordinances, policies, and laws that relate to growth and development in Kingsburg. These regulations include:

- **General Plan.**⁶² A general plan is a comprehensive, long-range planning document that forms the basis of land use decisions and envisions how a community will grow. It addresses issues that impact the entire city, such as how land is used, the locations of roads and parks, safety, noise, and more. Every other planning document adopted by the City must be consistent with the goals and policies of the general plan. The City's current General Plan was adopted in 1992 and includes several updates and amendments to various elements over the years. General Plan policies are used to evaluate proposed development and apply to plans, policies, code provisions, and other regulations proposed in Kingsburg. This policy paper is an early step in the process of a focused update to the City's General Plan.
- **City of Kingsburg 2024-2029 Strategic Plan.**⁶³ The 2024-2029 Strategic Plan seeks to preserve the Kingsburg experience, maintain financial stability, support local businesses, encourage community engagement, and ensure community safety. The community safety element includes providing emergency response training, decreasing morbidity and injury due to preventable fire and/or rescue incidents, and continuing to develop and implement disaster preparedness plans for the City.
- **Emergency Operations Plan.**⁶⁴ The City's Emergency Operations Plan addresses the City's planned response to emergency situations associated with natural disasters, as well as technological incidents and national security emergencies. The plan assists the City's Director of Emergency Services to determine the applicable level of activation of the plan and to implement the operational concepts required by the emergency.
- **Local Hazard Mitigation Plan.** The Local Hazard Mitigation Plan (LHMP) is intended to reduce the long-term risk of environmental hazards such as severe weather or drought. Fresno County has a multi-jurisdictional plan which addresses hazards at a more regional scale, and Kingsburg contributed an annex to that document which examines more local impacts. The plan identifies

⁶¹ The LHMP identifies goals and policies that impact both climate adaptation and mitigation in Kingsburg. This policy paper mirrors the language of the LHMP when referring to identified goals and policies.

⁶² (Grunwald & Associates, 1992)

⁶³ (City of Kingsburg, 2024)

⁶⁴ (City of Kingsburg, 2010)

which hazards pose a risk to the County, what the impacts of such hazards would be, and how to mitigate and lessen those impacts.

- **Storm Drainage Master Plan.**⁶⁵ The 2005 Storm Drain Master Plan Report identifies the hydrologic storage capacity requirements for each existing and future basin. The plan relies on the Fresno County Metropolitan Flood Control District’s standards to size all basins.
- **Building Code.** The California Code of Regulations, Title 24, also known as the California Building Standards Code, is published in its entirety every three years by order of the California Legislature. The purpose of building codes is to protect the health, safety, and welfare of the public through regulating how structures are built. Building codes also establish energy efficiency standards. In addition to typical code requirements, the state of California adopted the California Green Building Standards Code (CALGreen) as part of Title 24 in the year 2007. The City of Kingsburg has adopted both the California Building Code and CALGreen.
- **Fire Code.** The City of Kingsburg enforces the California Fire Code, last updated in 2022. The Code covers fire prevention and resistance standards. While the policies may relate to or attempt to mitigate the impacts of the increased fire risk associated with climate change, the Code does not directly mention climate change.
- **Municipal Code.** The Kingsburg Municipal Code establishes minimum development requirements for the safeguarding of health, safety, and general welfare.
- **Form-Based Code.**⁶⁶ The Downtown Form Based Code replaced the existing zoning code for Downtown Kingsburg. The Code preserves, enhances, and creates a “pedestrian friendly community” by reinforcing the unique character of Downtown Kingsburg. Form-based codes are an alternative approach to zoning that reinforces walkable mixed-use development and builds on the character of a place. While climate change is not an explicit aspect of the Code, it includes measures to protect persons and structures from various hazards, including floods and fires.

Administrative and Technical Capabilities

Administrative and technical capabilities refer to the community’s available staff and their skills and tools for mitigation and adaptation planning and implementation. This includes both City of Kingsburg staff and private sector staff that could be utilized for planning and implementation activities, such as engineers, planners, emergency managers, GIS analysts, building inspectors, and grant writers. This staff takes on the following responsibilities for the City:

- **Planning Department.** The City has a Planning Department led by its Community Development Director. The Community Development Director plans, directs, and oversees the activities and operations of the Community Development Department, including planning, building inspection, economic development activities.
- **Public Works Department.** This department is responsible for maintaining and operating local equipment and facilities to provide clean water, reliable sewer service, street maintenance, storm drainage, street cleaning, streetlights, and traffic signals. The City consults with a contract engineering firm for design services and relies on its in-house Planning Department for planning.

⁶⁵ (City of Kingsburg, 2005)

⁶⁶ (City of Kingsburg, 2015)

- **Fiscal Management.** The City of Kingsburg has a Financial Committee in place to review the proposed annual budgets, which are compiled and voted on by the City Council, and provide any necessary amendments back to the City Council for final approval.
- **Emergency Manager.** The City Manager also acts as the Emergency Manager and maintains the Emergency Operations Plan and coordinates local response and relief activities in the event of an emergency.

Fiscal Capabilities

Fiscal capabilities include general funds, property sales, bonds, development impact fees, and other fees imposed or collected by the City. Kingsburg may also receive grant funding to further augment fiscal capabilities. The City may rely on the following funding sources for hazard mitigation efforts:

- **General Fund.** General funds are used for ongoing program operations for the City and may also be used to fund specific mitigation activity projects.
- **General Obligation (GO) Bonds.** GO Bonds are used for construction and acquisition of improvements to properties that are generally accessible, such as libraries, hospitals, parks, and educational facilities.
- **Lease Revenue Bonds Funding.** These bonds are used to finance capital projects that have income streams for repayment or that will be used for general governmental purposes.
- **Public-Private Partnerships for Economic and Redevelopment.** These partnerships typically involve working with local professionals, business owners, residents, civic groups, and trade associations to help study issues and develop recommendations.

Education and Outreach Capabilities

The City of Kingsburg has outreach and education opportunities related to fire safety, hazard awareness, and public communication. The City of Kingsburg has an existing water responsibility program and annual fire safety programs in schools, and the City is present throughout the year at various special community events. The City of Kingsburg Fire Department recently agreed to an automatic aid agreement for fire and emergency medical services with the Fresno County Fire Protection District. They also have mutual aid agreements with Kings and Tulare Counties' fire departments. The City's weekly newsletter presents another opportunity to distribute educational materials to the community.

Other Mitigation Efforts

The City of Kingsburg has completed the following mitigation efforts:

- Installed auxiliary power sources at three municipal water wells,
- Adopted standards on building elevations related to curb and gutter,
- Designated cooling centers for heat emergencies,
- Created a plan to divert traffic from Highway 99 during fog-related accidents,
- Adopted a fog plan, and
- Required pad elevation above flow line to prevent flood damage in residential areas.

Mitigation Strategy (Goals and Objectives)

The City of Kingsburg modified the goals and objectives developed by the Fresno County Hazard Mitigation Planning Committee to better fit the City's needs. The Mitigation Strategy was adopted by the City of Kingsburg and includes the following goals and objectives:

Goal 1: Provide Protection for People's Lives from All Hazards

Objective 1.1: Provide timely notification and direction to the public of imminent and potential hazards.

Objective 1.2: Protect public health and safety by preparing for, responding to, and recovering from the effects of natural or technological disasters.

Objective 1.3: Improve community transportation corridors to allow for better evacuation routes for public and better access for emergency responders.

1.3.1: Minimize issues associated with California State Highway 99 and the Union Pacific Railroad.

Goal 2: Improve Community and Agency Awareness about Hazards and Associated Vulnerabilities that Threaten Our Communities.

Objective 2.1: Increase public awareness about the nature and extent of hazards they are exposed to, where they occur, what is vulnerable, and recommended response to identified hazards (i.e., both preparedness and response).

2.1.1: Create/continue an outreach program, provide educational resources, and develop and provide training.

Goal 3: Improve the Community's Capability to Mitigate Hazards and Reduce Exposure to Hazard Related Losses

Objective 3.1: Reduce damage to property from an earthquake event.

3.1.1: Adopt/maintain building codes to meet required earthquake standards.

Objective 3.2: Reduce flood and storm related losses.

3.2.1: Provide for better collection of data related to severe weather events.

3.2.2: Reduce localized flooding within the City's storm drain systems.

3.2.3: Implement better drainage to accommodate heavy rains that cause flooding.

Objective 3.3: Reduce hazards that adversely impact the agricultural industry.

3.3.1: Promote and protect the viability of agriculture and further the County's economic development goals.

3.3.2: Control invasive species.

3.3.3: Identify and lessen freeze impacts.

Objective 3.4: Minimize the impact to the City due to reoccurring drought conditions that impact both ground water supply and agricultural industry.

3.4.1: Develop an integrated City water management plan and ground water management plan for the City of Kingsburg.

Objective 3.5: Minimize the impact to vulnerable populations within the community that may be affected by severe weather-related events, such as long duration heat waves and hard freezes.

3.5.1: Develop community response plans, such as cooling centers, during heat waves.

3.5.2: Develop community response plans during hard freezes that damage plumbing and cause flooding.

Goal 4: Provide Protection for Critical Facilities, Utilities, and Services from Hazard Impacts

Goal 5: Maintain Coordination of Disaster Planning

Objective 5.1: Coordinate with DHS/FEMA needs.

5.1.1: National Incident Management System (NIMS).

5.1.2: Disaster Mitigation Act (DMA) planning.

5.1.3: Emergency Operations plans.

Objective 5.2: Coordinate with community plans.

5.2.1: General Plans.

5.2.2: Drought plans.

5.2.3: Drainage plans.

5.2.4: Intergovernmental agency disaster planning.

Objective 5.3: Maximize the use of shared resources between jurisdictions and special districts for mitigation/communication.

5.3.1: Develop mutual/automatic aid agreements with adjacent jurisdictions and agencies.

Objective 5.4: Standardize systems among agencies to provide for better interoperability.

5.4.1: Standardize communication technology and language.

Goal 6: Maintain/Provide for FEMA Eligibility and Work to Position City Departments and Community Partners for Grant Funding.

Objective 6.1: Provide City departments and other agencies with information regarding mitigation opportunities.

Objective 6.2: As part of plan implementation, review projects in this plan on annual basis to be considered for annual FEMA BRIC grant allocations or after a presidential disaster declaration in California for HMGP funding as well as for other local, state, and federal funding opportunities.

General Plan Policies

In addition to the above mitigation goals and objectives issued in the Kingsburg Annex of the LHMP, the City's General Plan contains goals and policies related to the various hazards discussed in the LHMP. In particular, two of the General Plan's goals and related policies support hazard mitigation: Seismic Hazards and Public Safety Hazards. Additional policies related to fire and flooding are discussed in the **Wildfire Risk** and **Flood Risk** sections, respectively.

Goal 8: Seismic Hazards⁶⁷

Goals for achieving and maintaining safety from seismic events include preventing serious injury, loss of life, serious damage to critical facilities involving large assemblies of people, and loss of continuity in providing services.

Policies

1. The City will inventory all buildings which are unsound under conditions of "moderate" seismic activity; buildings having questionable structural resistance should be considered for either rehabilitation or demolition. Structures determined by the City's building official to be structurally unsound are to be reported to the owner and recorded with the County recorder to ensure that future owners are made aware of hazardous conditions and risks.
2. All new building construction shall conform to the latest seismic requirements of the Uniform Building Code as a minimum standard.
3. The present building height limit of 50 feet shall be maintained, with a maximum of four stories. This policy should stay in force until such a time that high rise construction is desired and capability for evacuation and fire fighting in upper stories is possible through the availability of appropriate equipment.
4. Facilities necessary for emergency service should be capable of withstanding a maximum credible earthquake and remain operational to provide emergency response.
5. Soil compaction tests, and geotechnical analysis of soil conditions and behavior under seismic conditions shall be required of all subdivisions and of all commercial, industrial and institutional structures over 6,000 square feet in area (or in the case of institutional structures, those which hold 100 or more people).
6. The City should adopt an Earthquake Disaster Plan in coordination with Fresno County and local special districts. The plan should identify hazards that may occur as the result of an earthquake of major magnitude. The plan should be sufficiently broad in scope to include the designation of evacuation routes and means to coordinate all local government agencies in assisting local residents in the event of a major earthquake, large-scale fire or explosion, or hazardous chemical spill or release of hazardous airborne gas.
7. All lines which are part of the domestic water distribution system should be looped to assure adequate pressure in the event of major fire, earthquake, or explosion. Adequate emergency

⁶⁷ (Grunwald & Associates, 1992)

standby power generation capability should be available at water wells to assure water availability in the event of a major power failure.

Goal 9: Public Safety Hazards⁶⁸

Goals for public safety seek to reduce loss of life or property due to crime, fire, earthquake, or other disasters or hazards, provide adequate medical and emergency services to reduce the effects of natural or manmade disasters, promote citizen awareness and preparedness for emergency/disaster situations or potential for the incidence of crime, and implement adequate interagency disaster planning.

Policies

4. The City will continue to maintain and update emergency service plans, including plans for managing emergency operations, the handling of hazardous materials, and the rapid cleanup of hazardous materials spills.
5. The City will continue to cooperate with the County of Fresno and other agencies in pre- disaster planning activities, such as evacuation required in the event of a serious spill of hazardous chemicals.
6. The City will seek to reduce the risks and potential for hazards to the public through planning and zoning practices and regulations which avoid hazardous land use relationships and by the continued and timely adoption of new edition building and fire codes.

Summary and Recommendations

The 2024 Fresno County Multi-Jurisdictional Hazard Mitigation Plan will be incorporated into the General Plan by reference during the focused update process. As such, the vulnerability assessment, mitigation strategy (goals and objectives), and implementation plan in the LHMP will also be included in the General Plan. Based on the capabilities assessment, the City of Kingsburg has existing mechanisms in place that will help to mitigate hazards. In addition to these existing capabilities, there are also opportunities to expand or improve on these policies and programs to further protect the community. Opportunities for enhancement of the City's existing mitigation strategy were identified in the LHMP and include:

- Develop a Drought Contingency Plan that will create a framework for drought response and mitigation.
- Update the 2005 City of Kingsburg Storm Drain Master Plan.

The project team may also identify additional climate adaptation policies for inclusion in the General Plan during subsequent phases of the update process. The project team has identified the following topics as areas for potential policies, among other topics:

- Address unreinforced masonry buildings in the downtown area for safety and preservation.
- Reduce urban heat island effect.

⁶⁸ (Grunwald & Associates, 1992)

Wildfire Risk

Jurisdictions are required to address fire risk in the safety element of their general plan. SB 1241 further requires that jurisdictions with Very High Fire Hazard Severity Zones and State Responsibility Areas include additional information and consideration for fire risk in these areas. There are no Very High or High Fire Hazard Severity Zones nor State Responsibility Areas within the Kingsburg Planning Area or Sphere of Influence. A small portion of the Kingsburg Sphere of Influence is within a Moderate Fire Hazard Severity Zone (see **Figure 4 – Kingsburg Fire Hazard Areas**). This area is developed with agricultural and residential uses, as well as a cemetery. This is determined based on historical data on wildfires; existing facilities in these areas; and goals, policies, and implementation measures to protect the community from unreasonable wildfire risk. The City General Plan notes, “Only hazards from man-made structural or chemical (urban) fires are covered by the Safety Element. The Kingsburg urban area is not subject to the potential for damage from wildland fire.”⁶⁹ As such, it lists the following three safety goals and policies within its Hazard Management Element:

1. The City will continue to give high priority to the support of police protection, and to fire suppression and prevention functions of the Kingsburg Fire Department.
2. The City will work to maintain a fire flow standard of 2,000 gallons per minute (gpm) for all commercial and industrial areas of the community, and 1,500 gpm for residential areas, to assure the capability to suppress urban fires.
3. The City will maintain a street system which is capable of providing access to any fires that may develop within the urban area, and which is capable of providing for the adequate evacuation of residents in the event of an emergency condition of magnitude.

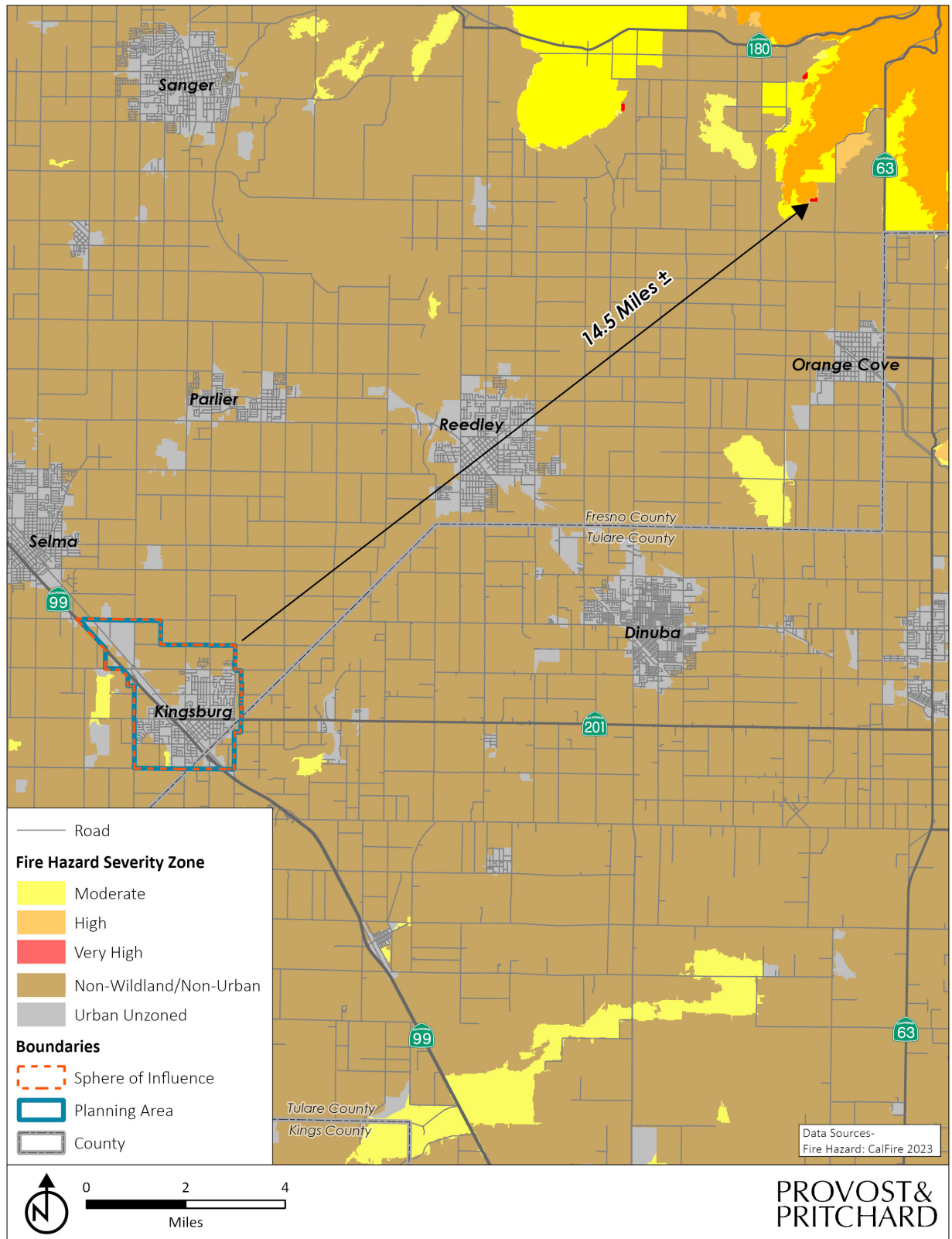
Additional information related to wildfire can be found in the **Climate Adaptation and Resiliency** section above, but it should be noted that legislative requirements for SB 379 and SB 1241 vary slightly.

Historical Fire Data

As discussed, there are no Very High or High and very limited Moderate Fire Hazard Severity Zones within the Kingsburg Planning Area (see **Figure 4 – Kingsburg Fire Hazard Areas**). There are also no State Responsibility Areas in the planning area. SB 5 relates to Very High Fire Hazard Severity Zones and State Responsibility Areas. The nearest Very High Fire Hazard Severity Zone is show below **in Figure 5 – Nearest Fire Hazard Severity Zones**. The LHMP includes a summary of historical fire data, as well as a list of wildfires in Fresno County dating back to 1933 in Table 64 of the LHMP. The LHMP also provides additional discussion of the risk for wildfire in the County and the potential effects of wildfire on County residents. The LHMP will be incorporated into the updated General Plan by reference.

⁶⁹ (Grunwald & Associates, 1992, p. 109)

Figure 5 – Nearest Fire Hazard Severity Zones



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Summary and Recommendations

The City of Kingsburg does not contain any Very High or High Fire Hazard Severity Zone areas within its planning area. Additionally, the Kingsburg Planning Area is not within a State Responsibility Area nor a Federal Responsibility Area. Only a small portion of the Kingsburg Sphere of Influence is within a Moderate Fire Hazard Severity Zone. Existing General Plan policies already address urban fire risk for the City as a whole. Additional policies for the General Plan are not required to adequately comply with SB 1241. The project team may also identify additional policies related to fire risk for the updated Hazard Management Element during the drafting process, though none are required to satisfy SB 1241.

Flood Risk and 200-Year Flood Zones

Jurisdictions in the Sacramento-San Joaquin Valley are required by SB 5 to address 200-year flooding in their general plans. This requires jurisdictions to provide historical flooding data as well as goals, policies, and implementation measures to protect lives and property at risk of flood damage in 200-year flood zone areas. The Central Valley Flood Protection Board (CVFPB) is responsible for mapping 200-year flood zones. Although SB 5 does not require analysis of 100- or 500-year flood zones, the consideration of these hazard areas are required by other legislation. There are no flood hazard areas mapped by FEMA or the CVFPB in the Kingsburg Planning Area. The nearest flood hazard area is near the Kings River, situated in Tulare County to the southeast. Flood zones are mapped in *Figure 3 – Kingsburg Flood Zones* and additional information related to flood risk can be found in *Climate Adaptation and Resiliency*, above, but it should be noted that legislative requirements for SB 379 and SB 5 vary slightly.

The City's General Plan states that "the potential for damage from flooding from a natural watercourse does not exist" in the Kingsburg Planning Area.⁷⁰ As such, it does not include any goals or policies to mitigate flood risk in the area.

Summary and Recommendations

There are no flood hazard areas mapped by FEMA or the CVFPB within the City of Kingsburg. The closest mapped flood zone to the Kingsburg Planning Area is the 100-year flood zone along the Kings River, which is situated in Tulare County to the southeast. As there are no 200-year flood zones within the planning area, no additional policies are required to satisfy SB 5. The project team may identify policies related to flood risk for the updated Hazard Mitigation Element during the drafting process.

⁷⁰ (Grunwald & Associates, 1992, p. 109)

Planning for Healthy Communities and Environmental Justice

Identifying Disadvantaged Communities

The first step for cities addressing SB 1000 is to identify the presence of disadvantaged communities (DACs) based on the environmental justice criteria defined in the bill. The primary screening tool used to identify DACs is CalEnviroScreen, a mapping tool maintained by CalEPA that identifies DACs by census tract. Scores are assigned to each census tract based on 20 different statewide indicators shown to significantly impact health or influence vulnerability to disease, including pollution exposures, other environmental effects such as hazardous sites, sensitive populations, and socioeconomic factors.⁷¹ The City of Kingsburg is made up of several census tracts, and the entire City scores highly⁷² in CalEnviroScreen. This requires the City to consider environmental justice in its General Plan. CalEnviroScreen scores and census tract numbers for the City are mapped in **Figure 6 – CalEnviroScreen**, below.

Disadvantaged communities are defined in several ways depending on the relevant legislation. SB 244 and SB 1000 define disadvantaged communities in the following ways:

SB 244. An unincorporated community with a median household income less than 80% of the statewide median income.

SB 1000. A community identified by the California Environmental Protection Agency as a low-income area that is disproportionately affected by environmental pollution and other hazards.

Planning for Healthy Communities Analysis

In order to comply with the requirements of Senate Bill 1000, EJ policies must address the unique and compounded health risks presented in DACs by addressing the following topics:

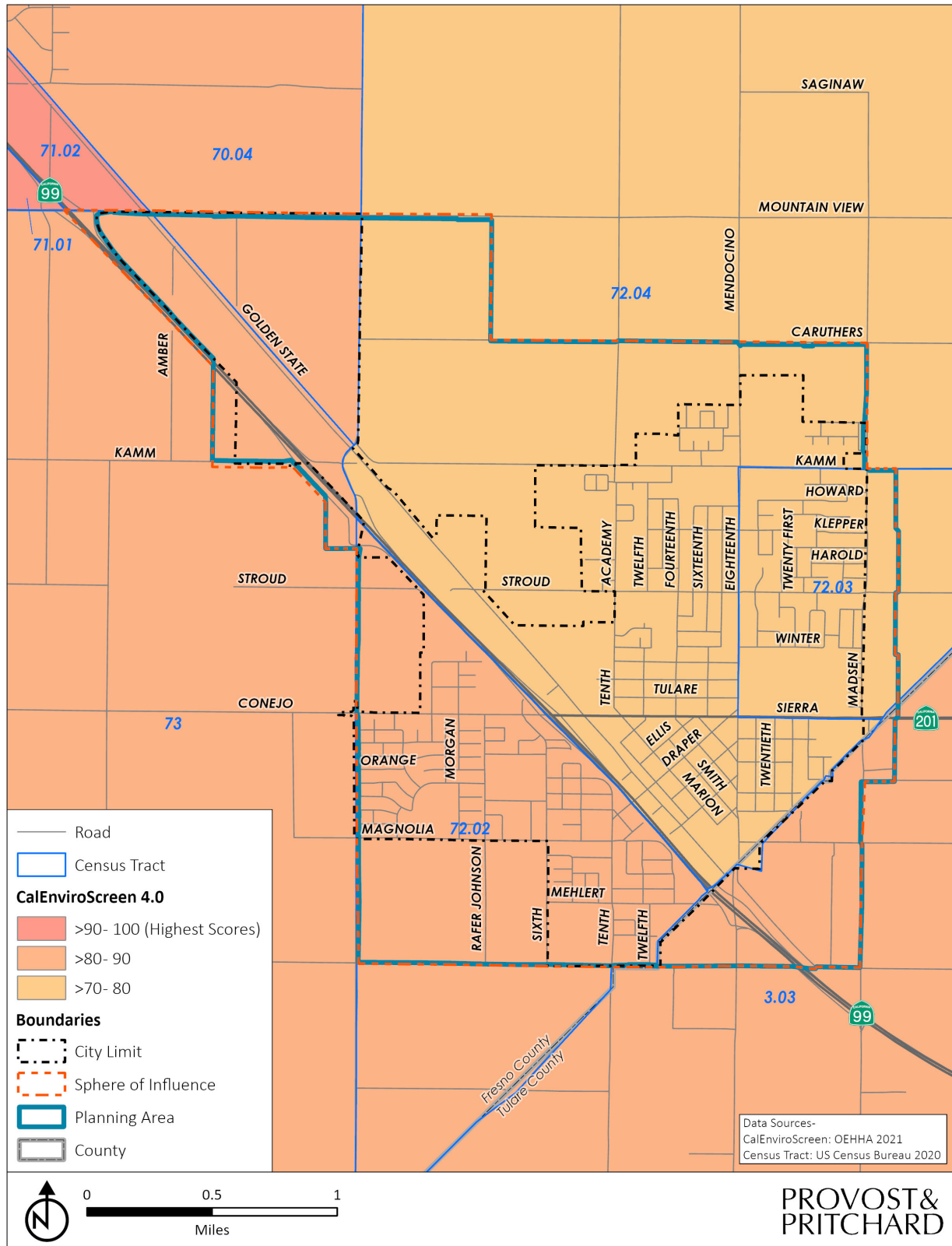
- Pollution Exposure and Air Quality,
- Public Facilities,
- Food Access,
- Safe and Sanitary Homes,
- Physical Activity,
- Community Engagement, and
- Improvements and Programs that Address the Needs of Disadvantaged Communities.

Unique and compounded health risks refer to hazards or health risks caused by hazards that may not be harmful to health in isolation but are harmful when considered with other health risks or stressors associated with negative health outcomes. These are also referred to as cumulative risks.

⁷¹ (California Office of Environmental Health Hazard Assessment, 2023)

⁷² A high CalEnviroScreen score indicates that a census tract is highly negatively impacted by the environmental factors considered in the score.

Figure 6 – CalEnviroScreen



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While CalEnviroScreen is a useful tool for establishing a community's level of environmental burden in relation to other communities throughout California, there are some limitations to the tool. Data is collected and analyzed at the census tract level, which may not fully represent the nuanced issues faced in areas where census tracts do not correspond to neighborhoods and communities. To provide a more comprehensive, customized, and local analysis of environmental justice issues facing the City of Kingsburg, the analysis outlined below will consider additional indicators of equity, such as access to parks and open space or access to healthcare facilities.

Each of the required topics from SB 1000 is discussed in its own section below, with the exception of Improvements and Programs that Address the Needs of Disadvantage Communities, which is considered as part of the other required analyses. Each section includes a brief introduction to the topic, the methodology for the completed analysis, a summary of findings in Kingsburg, and recommendations for the policies to be included in the new Healthy Community Element to accommodate the environmental justice requirements of SB 1000.

Pollution Exposure

Pollution exposure occurs daily in all communities where people encounter air, water, and soil contaminants present in the built environment. A key concept in environmental justice is that some communities are exposed to multiple sources of pollution that make them more vulnerable, or disproportionately burdened by, pollution compared to other communities.

SB 1000 requires the General Plan to include policies to “reduce pollution exposure and improve air quality.” Although air pollution is a type of pollution exposure, it is addressed separately by SB 1000 and is geared toward reducing specific air contaminants. Other types of pollution that should be addressed include water contamination and exposure to hazardous materials. Addressing these pollution exposures is critical to advancing community health. This portion of the analysis will focus on identifying the sources, types, and quantities of pollution to which the community in Kingsburg is exposed.

Air Quality

Methodology

Healthy air quality is defined as the degree to which ambient air⁷³ is pollution free.⁷⁴ DACs can be disproportionately exposed to air pollution due to the proximity of pollution-emitting sources. Air pollutants are split into three categories: greenhouse gases (GHGs), criteria air pollutants, and toxic air contaminants (TACs).

GHGs trap heat in the atmosphere to make the planet warmer. This is known as the greenhouse effect and is the primary cause of global climate change. GHGs are primarily made up of carbon dioxide, methane, nitrous oxide, water vapor, ozone, and fluorinated gases. GHGs enter the atmosphere through the burning of fossil fuels; the production and transport of coal, natural gas, and oil; industrial activities; and agricultural practices.

Criteria air pollutants are made up of six common pollutants (carbon monoxide, lead, sulfur dioxide, nitrogen dioxide, particulate matter, and lead) that cause smog, acid rain, and other health hazards.

⁷³ Ambient air refers to outdoor air that the general public has access to.

⁷⁴ (California Environmental Justice Alliance, Placeworks, 2018)

Typically, these pollutants are the products of the combustion of fossil fuels and industrial processes. The US EPA and the State of California have set acceptable concentration levels for criteria pollutants. Areas that exceed these concentrations are considered in nonattainment status.

Toxic air contaminants (TACs) are pollutants that cause serious health issues even with low levels of exposure. TACs include benzene, asbestos, arsenic, chloroform, and particulate matter from diesel-fueled engines, among many others.

GHGs, criteria air pollutants, and TACs are generally emitted by three types of sources:

- **Stationary sources**, such as power plants, refineries, and manufacturing facilities.
- **Area-wide sources**, which spread pollution over a large geographic area. These include fugitive dust and farming operations.
- **Mobile sources**, which include automobiles, boats, and airplanes, among others.

The California Air Resources Control Board (CARB) created an *Air Quality and Land Use Handbook* (Handbook) in 2005 which provides a method for assessing air pollution exposure. The Handbook outlines a three-step process to assess pollution exposure near sensitive land uses:

1. Locate mobile and stationary sources of air pollution, including freeways, high-volume roads, distribution centers, rail yards, gasoline-dispensing facilities, and others.
2. Establish what areas are at risk of exposure by applying CARB's recommended buffers around pollution sources.
3. Identify sensitive land uses existing within those buffers.

Analysis

The San Joaquin Valley's air quality is impacted by its topography, climate, and geography. The mountains surrounding the Valley cause pollution to collect in high concentrations with limited ability to disperse. Additionally, the presence of major transportation corridors through the San Joaquin Valley connecting northern and southern California exacerbate the problem.⁷⁵ There are several state and federal air quality standards not being met in the San Joaquin Valley. Specifically, the region is in nonattainment status for concentrations of ozone and particulate matter.⁷⁶

To determine the extent to which sensitive land uses in Kingsburg are disproportionately exposed to air pollution, it is necessary to locate pollution sources and establish acceptable proximity of pollution sources to sensitive land uses. Sensitive land uses are places where individuals who are most susceptible to poor air quality, such as children, older adults, pregnant women, and those with health problems, are most likely to spend their time. These land uses can include schools, parks, playgrounds, daycare facilities, nursing homes, hospitals, and residential communities.⁷⁷

CARB provides siting recommendations for sensitive land uses around specific sources of air pollution, including high traffic freeways and roads,⁷⁸ distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and large gas dispensing facilities. Using these siting recommendations, it is possible

⁷⁵ (San Joaquin Valley Air Pollution Control District, 2023)

⁷⁶ (San Joaquin Valley Air Pollution Control District, 2024); (United States Environmental Protection Agency, 2024)

⁷⁷ (California Environmental Protection Agency, California Air Resources Control Board, 2005)

⁷⁸ The Handbook includes land use siting recommendations related to urban roads that see 100,000 vehicles per day and rural roads with 50,000 vehicles per day.

to map the locations of sensitive uses in closer proximity to pollution sources than is recommended by CARB.

An inventory of Kingsburg's pollution emitting sources and sensitive land uses are shown in **Figure 7 – Pollution Sources**. As seen in the figure, the primary air pollution sources in Kingsburg are mobile pollution sources from the highway, as well as gas stations. While there are some sensitive land uses, including residences, medical offices, and schools, within the 500-foot buffer for highways and the 50-foot buffer for gas stations, facilities are generally well-located in terms of distance from pollution sources. This mapping uses residential land use designations and the Form Based Code area in Kingsburg's downtown. Some residences exist in other land use designations but are not the predominant use.

Summary and Recommendations

Land uses in Kingsburg are generally located to avoid conflicts between sensitive land uses and pollution emitting sources. However, there are some existing sensitive land uses, including schools, parks, and medical centers, within the recommended CARB buffer for several pollution-emitting sources, including the state routes and gas stations.

CARB recognizes that other factors are considered when making land use decisions, including housing needs, existing land uses, and other development priorities. It is not always practical for jurisdictions to strictly adhere to the CARB recommendations. However, it is recommended that Kingsburg consider the buffers identified in the *Air Quality and Land Use Handbook* when new development proposals are received. CARB does not make recommendations for the relocation of already established land uses that do not meet the siting recommendations outlined in the Handbook. The project team may identify policies related to pollution exposure for the updated General Plan during the drafting process, though none are identified at this time.

Water Contamination

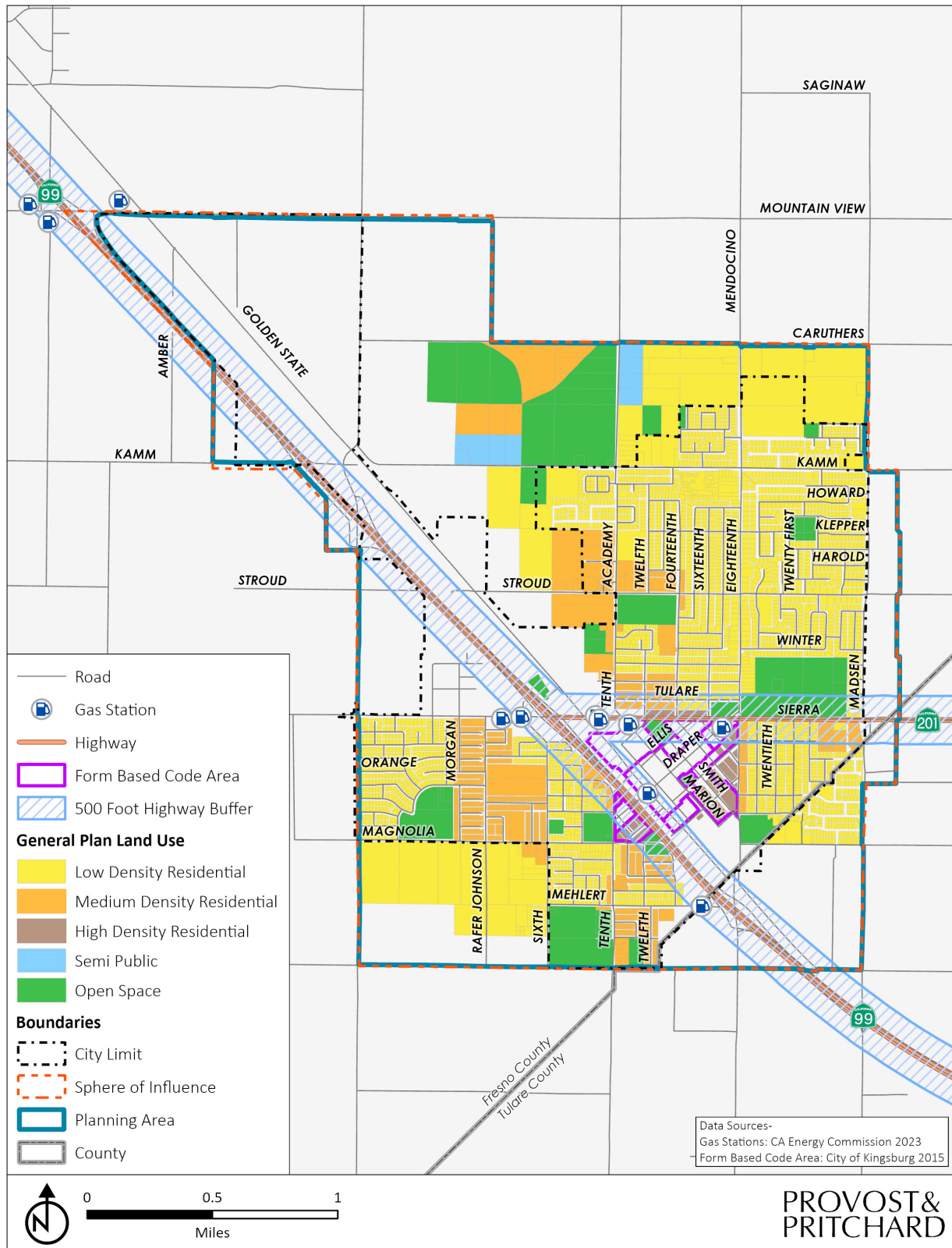
Methodology

The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards are regulatory agencies in charge of water quality. SWRCB tracks surface water conditions throughout California as well as water bodies with contaminants exceeding water quality standards.

Groundwater quality is often assessed through resources provided through SWRCB, including the Groundwater Ambient Monitoring and Assessment program, the online database called GeoTracker,⁷⁹ as well as the Sustainable Groundwater Management (SGMA) program.

⁷⁹ GeoTracker concerns are discussed in the *Hazardous Materials and Toxins* section.

Figure 7 – Pollution Sources



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Analysis

In January 2024 the City updated its Urban Water Management Plan, which outlines historic and projected water needs, water supply and its reliability, contingency plans, and conservation programs. The plan is updated on a five-year schedule and submitted to the Department of Water Resources (DWR). The City is also a member agency of the South Kings Groundwater Sustainability Agency (SKGSA), which maintains and implements a groundwater sustainability plan (GSP). Water provision is also discussed in the **Water, Wastewater, and Flood Control** section below.

Groundwater

The City provides water through a grid water main system that relies on several groundwater wells located within the City Limits.⁸⁰ In 2020, the City's service area consisted of 4,406 connections and supplied 996 million gallons (MG) of water. The SKGSA GSP outlines the sustainability criteria for water levels in Kingsburg. The 2019 GSP indicates that groundwater levels are above the necessary thresholds which would allow Kingsburg to meet its water supply demands.⁸¹ Groundwater recharge is proposed to help maintain groundwater levels. This would occur near the City's well field.⁸² The GSP anticipates that with the implementation of identified actions from the GSP, the City's groundwater supplies are sufficient for the next 50 years of demand. The City has contingency in the system that allows wells to be taken out of service for repairs and maintenance.

The City of Kingsburg chlorinates the water at its well sites. Additionally, two well sites within the City have a Granular Activated Carbon (GAC) treatment. These treatments are done to achieve Federal and State water quality standards. The maximum residual disinfectant level (MRDL) for chlorine is 4 parts per million (ppm) and the City works to maintain a chlorine MRDL between .5 and 1.25 ppm.⁸³

Surface Water

The agencies of SKGSA do not own surface water facilities. In some places, they are instead connected to the surface water facilities of Central Kings Groundwater Sustainability Agency (CKGSA) through the Consolidated Irrigation District.⁸⁴ The City of Kingsburg does not use any surface water as part of its water supply.⁸⁵

Summary and Recommendations

The City of Kingsburg's water system provides water to residents that meets all maximum applicable contamination levels. Quality is regularly monitored by the City for compliance with the applicable water quality standards. No additional actions are recommended at this time to address environmental justice related to water quality.

⁸⁰ (City of Kingsburg, 2024)

⁸¹ (City of Kingsburg, 2024)

⁸² The well field is the area surrounding a well or series of wells.

⁸³ (City of Kingsburg Water Department, 2024)

⁸⁴ (South Kings Groundwater Sustainability Agency, 2019)

⁸⁵ (City of Kingsburg, 2024)

Hazardous Materials and Toxins

Methodology

Sources of hazardous materials and toxic substances that may lead to exposure include industrial facilities, brownfields, hazardous waste cleanup sites, superfund sites, abandoned mines, or housing built on or near previously-industrial land that has not been properly cleaned up.

Envirostor, an online database maintained by CalEPA, is the primary tool for identifying hazardous sites in communities throughout California. The analysis section below discusses hazardous sites from Envirostor, which maps hazardous sites, and GeoTracker, which maps leaking underground storage tank (LUST) clean-up sites.

Analysis

The following locations were identified on Envirostor as hazardous sites. These sites are part of clean-up programs or have land use limitations in order to address potential impacts from hazardous materials. Envirostor sites in Kingsburg include:

1. **Elementary School (10010015)**. This site was developed for an elementary school on West Kern Street. Organochlorine pesticides and heavy metals were identified as potential contaminants of concern. No actual or potential release of contaminants of concern were identified at the site as of June of 2003.
2. **Tenth Avenue Legacy Project (60003033)**. The site, previously a poultry farm that used agricultural chemicals and petroleum products, was being considered for residential development by the Housing Authority of Tulare County (HATC). A Phase 1 Environmental Site Assessment (ESA) from December 2019 identified past DDT use as a concern. HATC initially sought to enter a Standard Voluntary Agreement (SVA) with the Department of Toxic Substances Control (DTSC) but later opted out after completing a Phase II investigation independently. The Phase II results showed DDT levels in the soil were below thresholds requiring remediation. Consequently, HATC decided not to proceed with the SVA. Currently the site is inactive and needs an evaluation as of January 12, 2021.
3. **Kingsburg High School Expansion (10820002)**. This site consists of the 51-acre site of the existing Kingsburg High School. The Kingsburg Joint Union Elementary School District demolished several buildings including an auto hobby shop, in anticipation of new construction. During the demolition, soil contamination was excavated. No data was provided for the excavation and there has been no action required as of July 31, 2001.
4. **Kamm Ave Disposal (10490021)**. Potential contaminants of concern were identified at this site including biological waste (other than sewage sludge), household wastes, metals (other inorganic waste), and other pesticide containers (30 gallons or more). The site was referred to the Regional Water Quality Control Board as of August 02, 1982.
5. **Valley Health Team- Kingsburg (60003089)**. This site consists of 1.67 acres and currently contains no structures. The proposed use for the site is a Health Center. The Phase I Environmental Assessment was completed in 2018 and did not find evidence of hazardous waste storage on the property. No action is required as of May 13, 2021.

6. **Kingsburg Cotton Oil Co (1020026)**. Potential contaminants of concern identified on site included unspecified oil containing waste. This site was referred to another agency as of November 16, 1994.
7. Additionally, there are no LUST clean-up sites in Kingsburg. These sites are monitored through the State Water Resources Control Board's GeoTracker program.

Summary and Recommendations

Although some sites in Kingsburg are hazardous sites and have been subject to clean-up, they are not disproportionately concentrated in any area of the City (see **Figure 8 – Hazardous Sites**) and have been addressed through cleanup efforts and land use limitations or are currently being addressed through these efforts. Additionally, the General Plan includes the following policies related to land use and hazardous sites:

Public Safety Hazards

Policy 4. The City will continue to maintain and update emergency service plans, including plans for managing emergency operations, the handling of hazardous materials and the rapid cleanup of hazardous materials spills.

Policy 5. The City will continue to cooperate with the County of Fresno and other agencies in pre-disaster planning activities such as evacuation required in the event of a serious spill of hazardous chemicals.

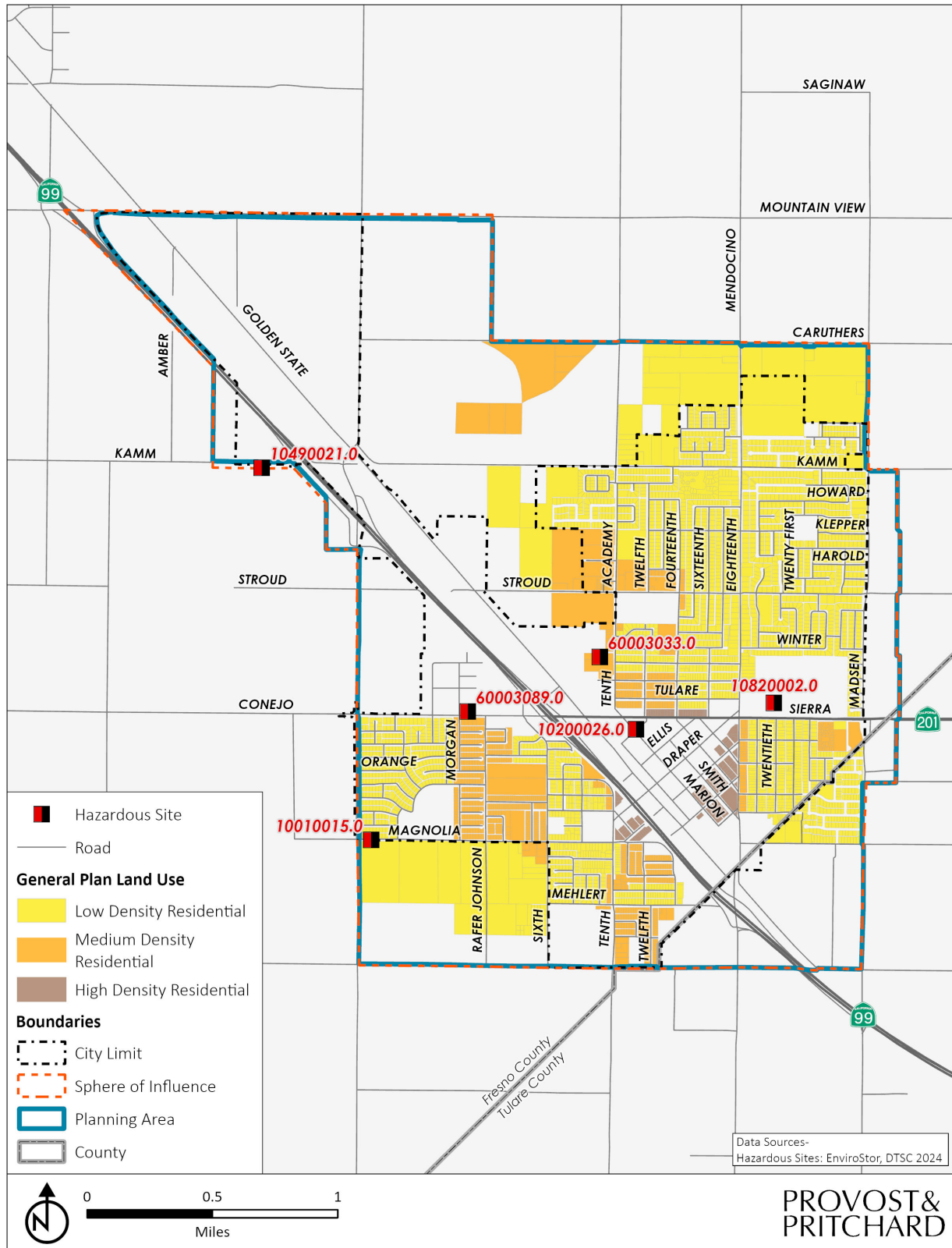
Policy 6. The City will seek to reduce the risks and potential for hazards to the public through planning and zoning practices and regulations which avoid hazardous land use relationships, and by the continued and timely adoption of new-edition building and fire codes.

Seismic Hazards

Policy 6. The City should adopt an Earthquake Disaster Plan in coordination with Fresno County and local special districts. The Plan should identify hazards that may occur as the result of an earthquake of major magnitude. The Plan should be sufficiently broad in scope to include the designation of evacuation routes and means to coordinate all local government agencies in assisting local residents in the event of a major earthquake, large-scale fire or explosion, or hazardous chemical spill or release of hazardous air-borne gas.

No additional policies are recommended at this time to address hazardous sites in Kingsburg.

Figure 8 – Hazardous Sites



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Public Facilities

SB 1000 refers to public facilities as “public improvements, public services, and community amenities”. SB 1000 seeks to ensure that DACs have access to safe, clean public facilities and the equitable distribution of public facilities is an important part of environmental justice and community health. Many DACs do not have adequate access to necessary public facilities. Even basic infrastructure such as sidewalks and streetlights can be inequitably distributed around a community. This can create a range of health risks and quality of life issues including poor physical and mental health, increased exposure to safety hazards, and stifled community growth.

Methodology

Analyzing the conditions of public facilities requires three steps:

1. Inventorying existing facilities;
2. Assessing access, demand, and compliance; and
3. Identifying future opportunities.

Analysis should consider:⁸⁶

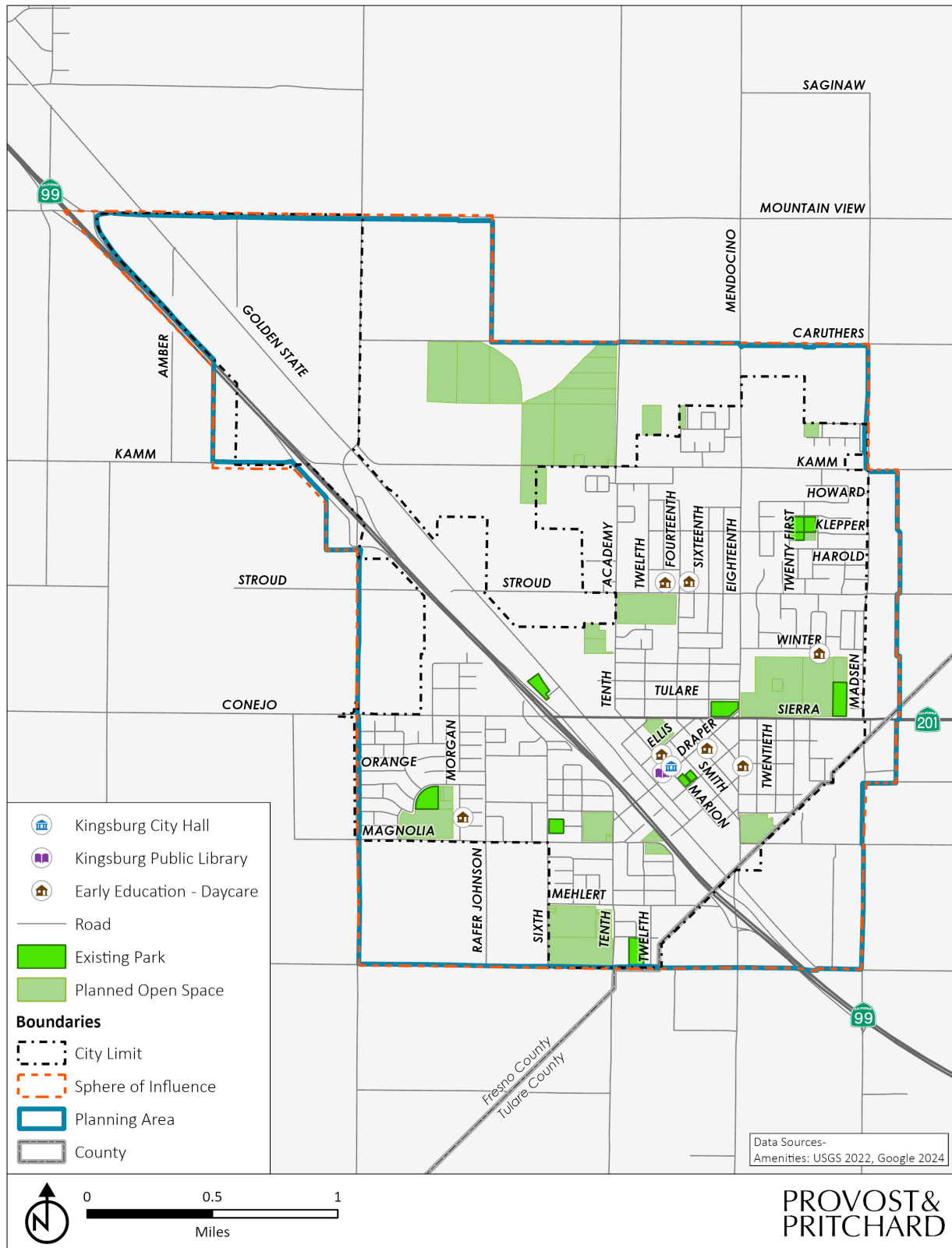
- **Distribution.** Is the distribution of facilities equitable? Are there future facilities planned that may make it more equitable? Are there any barriers to achieving equitable distribution of facilities?
- **Access.** Is there vehicular, pedestrian, biking, and/or transit-served access to the facilities?
- **Conditions and Regulatory Compliance.** Do facilities meet regulatory and safety standards? Are facilities in good working condition?
- **Environmental Impacts.** Are facilities contributing to pollution burdens? Are facilities minimizing their impacts on the environment?
- **Operational Sustainability and Interagency Coordination.** Is there sustained funding for the facilities? Is there long-term maintenance infrastructure for the facilities? Are applicable agencies aware of DAC needs?
- **Future Demand.** Are facilities planned to meet the long-term needs of DACs?

Analysis

Two inventory maps were developed to help identify the distribution and access of public facilities, including community amenities and public services. **Figure 9 – Community Amenities** shows the location of inventoried community amenities, which includes public facilities such as the library and City Hall. The map also shows parks and early education facilities, which includes commercial day cares. **Figure 10 – Public Services** is another inventory map showing public services including emergency response facilities (fire and police).

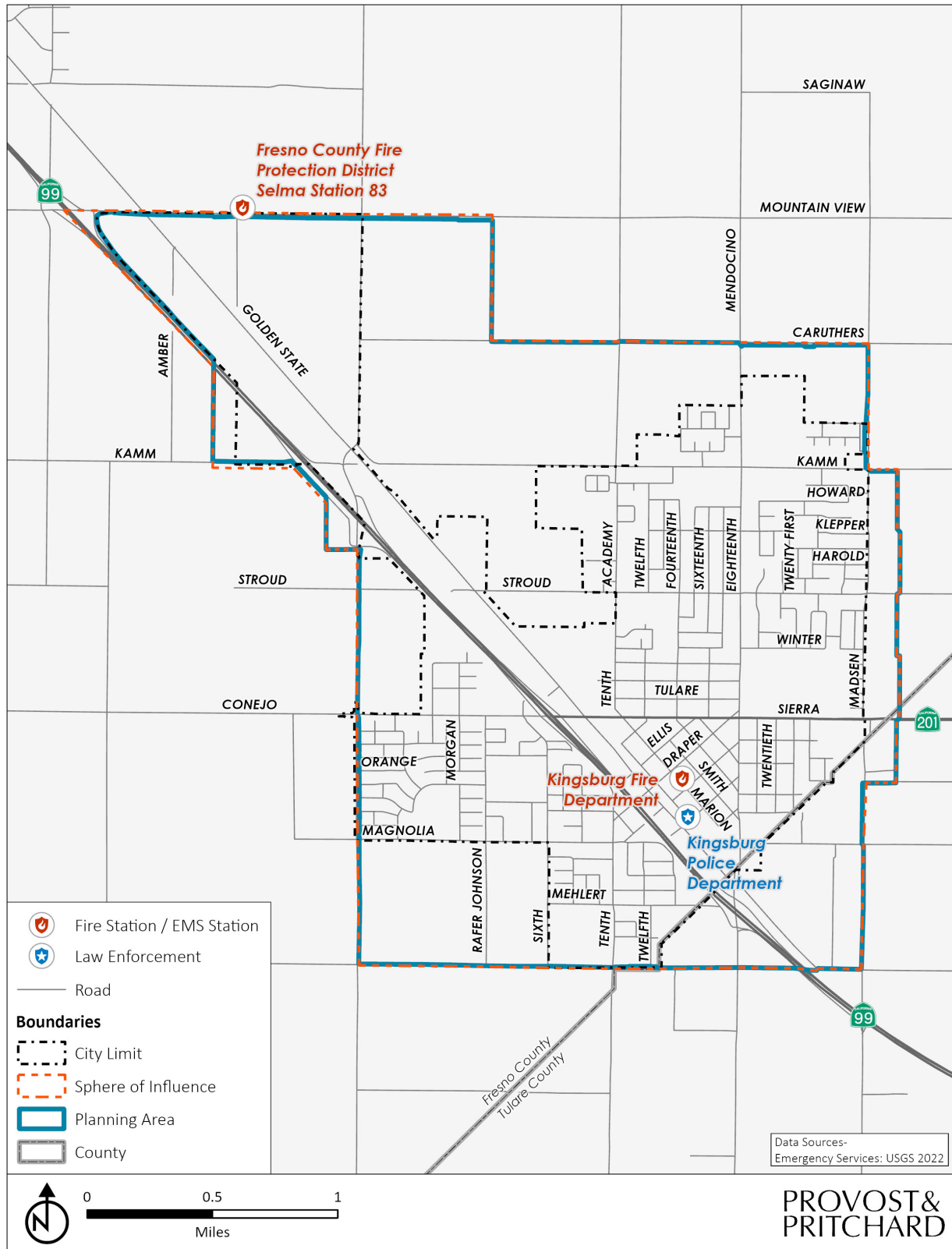
⁸⁶ (California Environmental Justice Alliance, Placeworks, 2018)

Figure 9 – Community Amenities



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Figure 10 – Public Services



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Water, Wastewater, and Flood Control

The City of Kingsburg's water needs, including domestic and fire flow demands, are primarily met through its network of local groundwater wells. The City's General Plan includes policies to ensure a reliable supply of fresh water for both current and future community needs. However, like many areas in the San Joaquin Valley, Kingsburg faces challenges related to groundwater overdraft and contamination from agricultural chemicals. The local groundwater basin, which supplies the City, is experiencing conditions of overdraft. The City's Urban Water Management Plan (UWMP), last updated in 2024,⁸⁷ reviews the existing water system and outlines strategies to secure adequate water capacity for the future. The UWMP, updated every five years, includes measures to address issues such as climate change, natural hazards, and potential decreases in water availability and quality. The Capital Improvement Program (CIP) identifies essential projects and ensures that funding for these projects is included in the annual budget.

Historically, Kingsburg's water quality has been satisfactory. While there have been increases in nitrate concentrations, especially in shallower wells, these levels remain within acceptable standards for potable water. The City participates in the South Kings Groundwater Sustainability Agency (SKGSA) planning area and adheres to the Groundwater Sustainability Plan, most recently updated in 2019. All wells in the City of Kingsburg's water system are treated with chlorine to meet Federal and State water requirements. Two wells are also treated with a Granular Activated Carbon (GAC) treatment.⁸⁸ Water treated with chlorine may exacerbate existing health concerns, especially for residents on kidney dialysis. However, the City's goal is to maintain the chlorine residual disinfectant level between 0.5 and 1.25 parts per million (ppm), well below the maximum of 4 ppm.⁸⁹

Kingsburg manages wastewater collection for the City's service area. Wastewater is directed to the Selma-Kingsburg-Fowler County Sanitation District (SKF) facilities for treatment and disposal. The treatment plant currently processes wastewater effectively, and the existing capacity meets the current demands. The City and SKF each own and maintain a portion of the collection system and a Memorandum of Understanding (MOU) is in place between the agencies related to the management of the system. The District's Capital Improvement Program includes plans for potential expansions to accommodate future growth and ensure continued effectiveness.

Stormwater management in Kingsburg is handled through a network of retention and detention basins and conveyance systems. The City maintains several stormwater basins that capture and retain stormwater, allowing for evaporation and groundwater recharge. Some stormwater drainage flows into canals or other drainage facilities. New developments are required to minimize impervious surfaces and runoff to manage stormwater effectively. Flooding concerns are managed through ongoing assessments and improvements to stormwater infrastructure.

Solid Waste, Recycling, and Composting Facilities

Solid waste collection in the City of Kingsburg is managed by the City's Public Works Department. In contrast, private companies handle solid waste services in the unincorporated areas surrounding Kingsburg. The City's solid waste program encompasses regular waste disposal collection, a recyclables pickup program, and an organic/green waste pickup program, which is facilitated by a contracted service

⁸⁷ (City of Kingsburg, 2024)

⁸⁸ (City of Kingsburg Water Department, 2024)

⁸⁹ (City of Kingsburg Water Department, 2024)

provider. Currently, waste collected in Kingsburg is transported to the Kings Waste and Recycling Facility. As part of the City's waste management strategy, recyclable materials and green waste are taken to the Kingsburg Transfer Station for further processing. Although there are no dedicated waste disposal facilities within the City, residents can access several recycling centers for drop-off of recyclable materials. Additionally, Kingsburg hosts a household hazardous waste drop-off event on the 1st Saturday of each month from 8 a.m. to 12 p.m. at the Public Works Yard located at 1400 Ellis Street. Items collected at this event include used motor oil and filters, antifreeze, automotive batteries, e-waste, latex paints, household batteries, and fluorescent lamps. Residents can also drop off waste at a designated location up to twice annually through Mid-Valley Disposal. All households in Kingsburg have access to and are adequately served by this waste management system.

Public Utilities

Pacific Gas and Electric Company (PG&E) provides electric service to Kingsburg Residents. Southern California Gas Company provides natural gas services in the City. AT&T, T-Mobile, and Verizon all provide communication services. Kingsburg Media Foundation, Comcast, DirecTV and Dish Network all provide cable/internet to Kingsburg. There are no known areas without access to these services.

Kingsburg Fiber is an affordable fiber broadband project that is built on a community partnership between Kingsburg Media Foundation and the City of Kingsburg. The goal of the project is to bring high speed internet to all homes in Kingsburg through a low cost, rapid deployment. Service is available in some areas and is rapidly growing to the entire community.

Streets and Roads

Kingsburg is located at the intersection of State Route 99 and State Route 201. Kingsburg's roadway network includes a combination of City and County roads, with the state routes serving as primary entrances to the City, complemented by arterial streets within the City's local road network. The City of Kingsburg encompasses approximately 50 miles of maintained roads.⁹⁰ Street conditions within the City limits are monitored by the City, with improvements identified and funded through the Capital Improvement Program (CIP), which allocates the City's operating budgets each year. Generally, \$75,000 is designated every three years to evaluate pavement conditions throughout the City. The City has historically worked with Fresno Council of Governments to complete this effort. Funds are set aside each year for road repair and other infrastructure improvements including sidewalk installation and ADA infrastructure. Approximately \$1.2 million is allocated annually for pavement maintenance and road projects, with an additional \$300,000 for ADA and sidewalk improvements.⁹¹ Additional funds are also set aside for alley, curb, gutter, median, and parking lot improvements. The CIP further identifies specific street segments for micro surfacing, redesign, and enhancement projects that extend beyond routine maintenance. The pavement evaluation is used by the City to ensure that areas requiring the most significant improvements are prioritized in the CIP and receive necessary funding. While some areas have pavement in poor condition, these areas are prioritized for maintenance and repair in the CIP. Poor pavement conditions generally correspond with the age of the roads in the City and the previous road maintenance schedule (see **Figure 11 – Pavement Conditions**).

⁹⁰ (Caltrans, 2022)

⁹¹ (City of Kingsburg, 2023-2024)

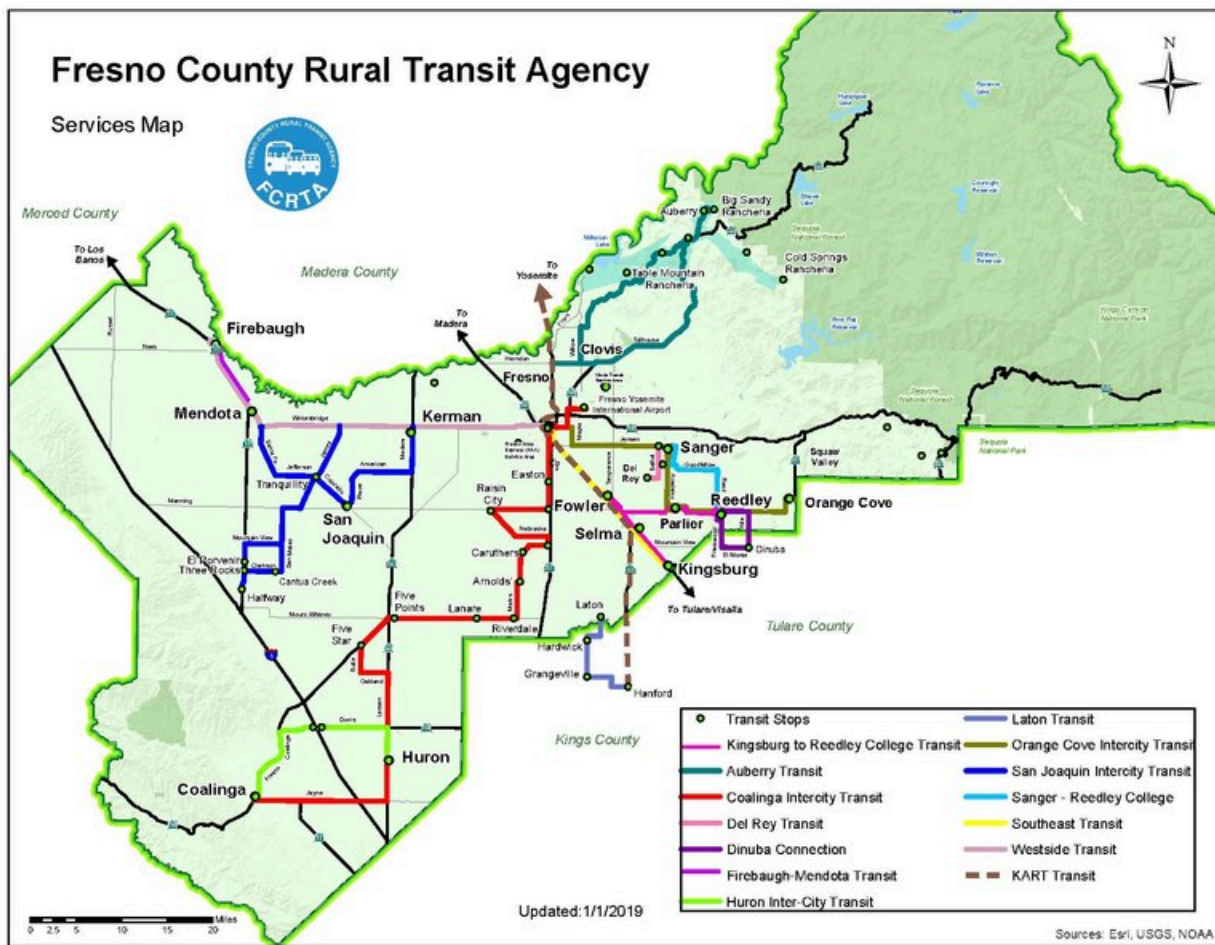
Transit Services

Transit in Kingsburg is provided by the Fresno County Rural Transit Agency (FCRTA), Reedley College Transit, and Valley Rides. FCRTA operates one transit route in Kingsburg, connecting residents to other incorporated cities in Fresno County (Selma, Fowler, Parlier, Reedley, and Fresno). The bus stop is the Coffee Pot Park Bus Shelter (1460 Marion Street, Kingsburg). They offer two departures each in the morning and afternoon, with fixed fares ranging from \$0.75 to \$2.35 depending on travel distance. The return departures offered include in the morning and two in the afternoon. There are monthly student bus passes (\$35) that can be purchased through the school.

FCRTA also operates the Kingsburg to Reedley College Transit line which connects Kingsburg, Selma, Fowler, and Parlier to Reedley college. It offers two morning and one afternoon departures from Kingsburg to Reedley and one morning and two afternoon departures from Reedley to Kingsburg on weekdays.

The Southern Pacific Railroad line presents an opportunity for rail transit connecting Kingsburg to metro areas and major cities in the San Joaquin Valley, San Francisco Bay Area, and Southern California. Amtrak has a route through Kingsburg but does not have a station. The nearest Amtrak stations are located in Hanford approximately 18 miles to the southwest, Fresno approximately 21 miles to the north, and Visalia approximately 23 miles to the southeast.

Figure 12 – FCRTA Services Map



Healthcare Access

Kingsburg Community Health Center provides urgent care and are now providing after hours urgent care at their new location at 121 W Sierra Street. At the Kingsburg Community Health Center, they provide medical services, dental and optometry. A variety of family medical services, dental offices, and vision care services are in Kingsburg as well, primarily near the downtown. As of summer 2024, there are 4 medical offices, 9 dental offices, and 2 vision care offices in the City (see **Figure 13 – Healthcare Facilities**).

Emergency medical response is provided by the Kingsburg Fire Department. The department, per the General Plan, has a response time of 3-4 minutes to all parts of the Urban area. Additional details related to the Fire Department can be found in the **Emergency Services and Public Safety** section below.

Emergency Services and Public Safety

Law enforcement services in Kingsburg are provided by the City of Kingsburg Police Department located at 1300 California Street. Fresno County Sheriff's office provides law enforcement dispatching services as well as emergency 911 services and non-emergency services to Kingsburg. Kingsburg is in Area 3 of the Fresno County Sheriff's service area which is currently served by 53 officers working out of a substation in Selma.⁹²

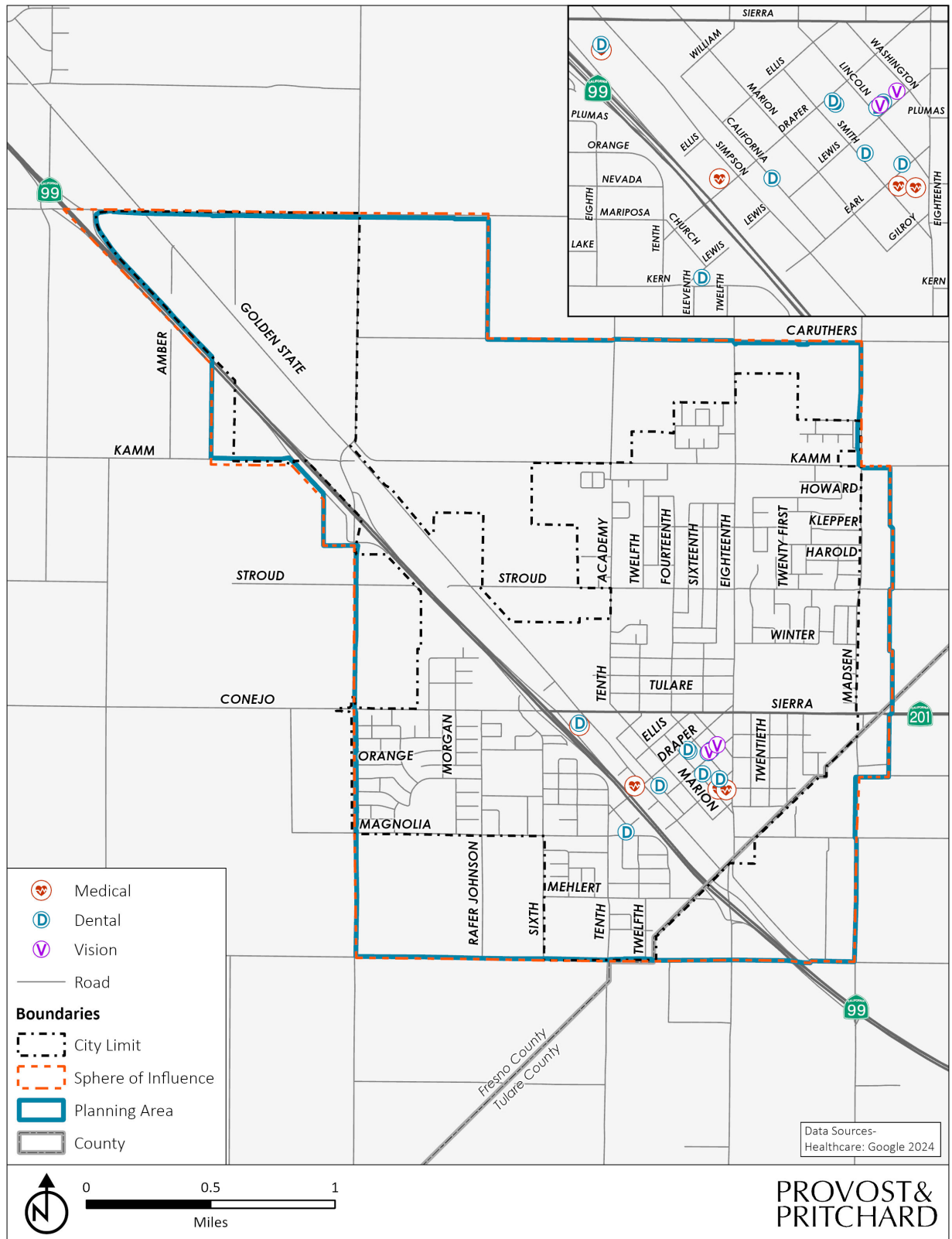
The City's Fire Department responds to a variety of incident types including fire, rescue, hazmat, Advanced Life Support (ALS) transport, and ALS first response. Kingsburg Fire Department operates out of a part-time staffed fire station. The Kingsburg Fire Department has automatic aid agreements with neighboring departments, including Selma, Laton, and the counties of Fresno, Kings, and Tulare, which extend the department's response areas to just over 80 square miles. The department, along with the other departments in the aid agreement area, has a response area containing a population of over 20,000 residents throughout 3 counties. The department operates out of two fire stations: Station 1 (1460 Marion St), which also serves as the headquarters where the administrative and chief offices are, and Station 2 (1880 S Bethel), which is currently part-time staffed during peak hours (see **Figure 10 – Public Services**). Kingsburg Fire Department is an Insurance Service Office (ISO) rated "Class 2" Fire Department, placing it in the top 1.5% of Fire Departments throughout the Nation.

City and Government Buildings

Kingsburg City Hall is located at 1401 Draper Street and houses various City departments, including the Building Department, Planning Department, Economic Development Department, and Code Enforcement. Kingsburg Senior Center provides a Senior Meal program and activities, located at 1450 Ellis Street (see **Figure 9 – Community Amenities**). A United States Post Office is located at 1401 Marion Street. Kingsburg also has a Historical Park located at 2321 Sierra Street.

⁹² (Fresno County Sheriff's Office, 2024)

Figure 13 – Healthcare Facilities



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Daycare Centers

A review of online listings for daycares and preschools operating in Kingsburg indicated approximately 11 facilities providing childcare in the City (see **Figure 9 – Community Amenities** for the locations of commercial daycares). This includes daycare homes and commercial daycare centers. Daycare facilities are widely distributed throughout the City and include large and small day care homes, preschools, and commercial daycare centers, providing equitable access to childcare.

Libraries

The Kingsburg City Library is part of the Fresno County Public Library system, a library consortium that allows member libraries to share materials throughout the network. The library is located at 1399 Draper Street. Originally opened in 1910 inside a local drugstore, the Kingsburg library moved to its current location on Draper Street in 2000 (see **Figure 9 – Community Amenities**). In addition to lending materials the library also offers events for children, teens, and adults. Residents can also reserve a meeting room and print or copy in color and black and white.

Summary and Recommendations

The following table summarizes the recommended policy considerations for the Healthy Community element based on the analysis completed above. The table considers distribution, access, condition, sustainability, and capacity for each of the topics addressed in this section.

Table 6 – Public Facilities Summary and Recommendations

	Distribution	Access	Conditions	Operational Sustainability	Future Capacity	Recommendation
Public Improvements						
Water Distribution	Equitable	Equitable	Good	Good	Good	Monitor development and water levels through the Urban Water Management Plan to ensure capacity is sufficient for community growth
Wastewater Treatment	Equitable	Equitable	Good	Good	Adequate	Ensure capacity expansion of wastewater treatment facilities occurs in line with timeline from development
Flood Control and Drainage	Equitable	Equitable	Good	Good	Good	Monitor development and ensure new stormwater

	Distribution	Access	Conditions	Operational Sustainability	Future Capacity	Recommendation
						retention basins are established as necessary
Solid Waste	Equitable	Equitable	Good	Good	Adequate	No additional action needed
Public Utilities	Equitable	Equitable	Good	Good	Good	No additional action needed
Streets and Roads	Equitable	Equitable	Adequate	Good	Good	No additional action needed
Public Services						
Transit	Equitable	Equitable	Good	Good	Good	No additional action needed
Healthcare	Equitable	Equitable	Good	Good	Good	No additional action needed
Emergency Services	Equitable	Equitable	Good	Good	Good	No additional action needed
Community Facilities						
Government Buildings	Equitable	Equitable	Good	Good	Good	No additional action needed
Daycare Centers	Equitable	Equitable	Good	n/a*	n/a*	No additional action needed
Libraries	Equitable	Equitable	Good	Good	Good	No additional action needed

* The City is not responsible for the operation or maintenance of private facilities.

Food Access

Food access is a concept that includes several related topics, including the availability of nutritionally-adequate and affordable food, having enough income to purchase food, as well as proximity and the ability to travel to a food source that offers affordable, nutritionally-adequate food.⁹³ People in DACs, especially those with low income, may face greater barriers to accessing healthy and affordable food retailers.⁹⁴ Research shows that people cope with food insecurity by consuming nutrient-poor but calorie rich foods, going hungry, or both, which leads to health issues ranging from micronutrient malnutrition to obesity.⁹⁵

Methodology

Community food access conditions were evaluated using the following techniques and indicators:

- **Identify and map existing food outlets**, according to type. This includes healthier food sources, such as grocery stores or farmers markets, as well as stores that may have an abundance of unhealthy foods such as convenience stores or liquor stores.
- **Identify means of access to food sources**, whether by car, transit, or other.
- **Identify barriers to shopping**, such as situations where people must carry groceries home.

⁹³ (California Environmental Justice Alliance, Placeworks, 2018)

⁹⁴ (United States Department of Agriculture Economic Research Service, 2022)

⁹⁵ (California Environmental Justice Alliance, Placeworks, 2018)

- **Measure percentage of local residents without cars**, including special populations such as home-bound seniors. Evaluate the level to which transit service meets community food shopping needs.

Analysis

A map of Kingsburg was generated to locate grocery stores and farmers markets in the vicinity. Within the City Limits, three grocery stores and two farmers markets were identified (see **Figure 14 – Food Access**).

The United States Department of Agriculture (USDA) Economic Research Service Food Access Research Atlas (FARA) provides comprehensive data and mapping tools related to food access in the United States. It offers insights into food access indicators such as distance to grocery stores and vehicle availability, aiming to identify areas with limited access to healthy food options. The atlas assists policymakers, researchers, and communities in understanding food accessibility issues and developing strategies to improve food security and nutrition nationwide.

The indicators were established based on the U.S. Department of Treasury’s New Markets Tax Credit (NMTC) program criteria for identifying Low-Income (LI) Census Tracts. A tract qualifies as low-income if it meets one of the following conditions: the poverty rate is 20% or higher; the median family income is equal to or less than 80% of the statewide median family income; or is in a metropolitan area with a median family income equal to or less than 80% of the metropolitan area’s median family income. The low-access (LA) Census Tracts are determined by calculating both the quantity (at least 500 individuals) and proportion (at least 33%) of residents located at various distances from the nearest supermarket, supercenter, or large grocery store. Additionally, the analysis considers the number of housing units in these areas that lack vehicle access and are situated more than 0.5 miles away from one of these stores.

Based on the Food Access Research Atlas, only a small portion of the Kingsburg Planning Area is in an area identified as Low Income and Low Access. This is the southeastern portion located in Tulare County. This area consists of some residences and industrial facilities. The residents in this area are unlikely to face any additional difficulties in accessing food compared to the rest of the City.⁹⁶

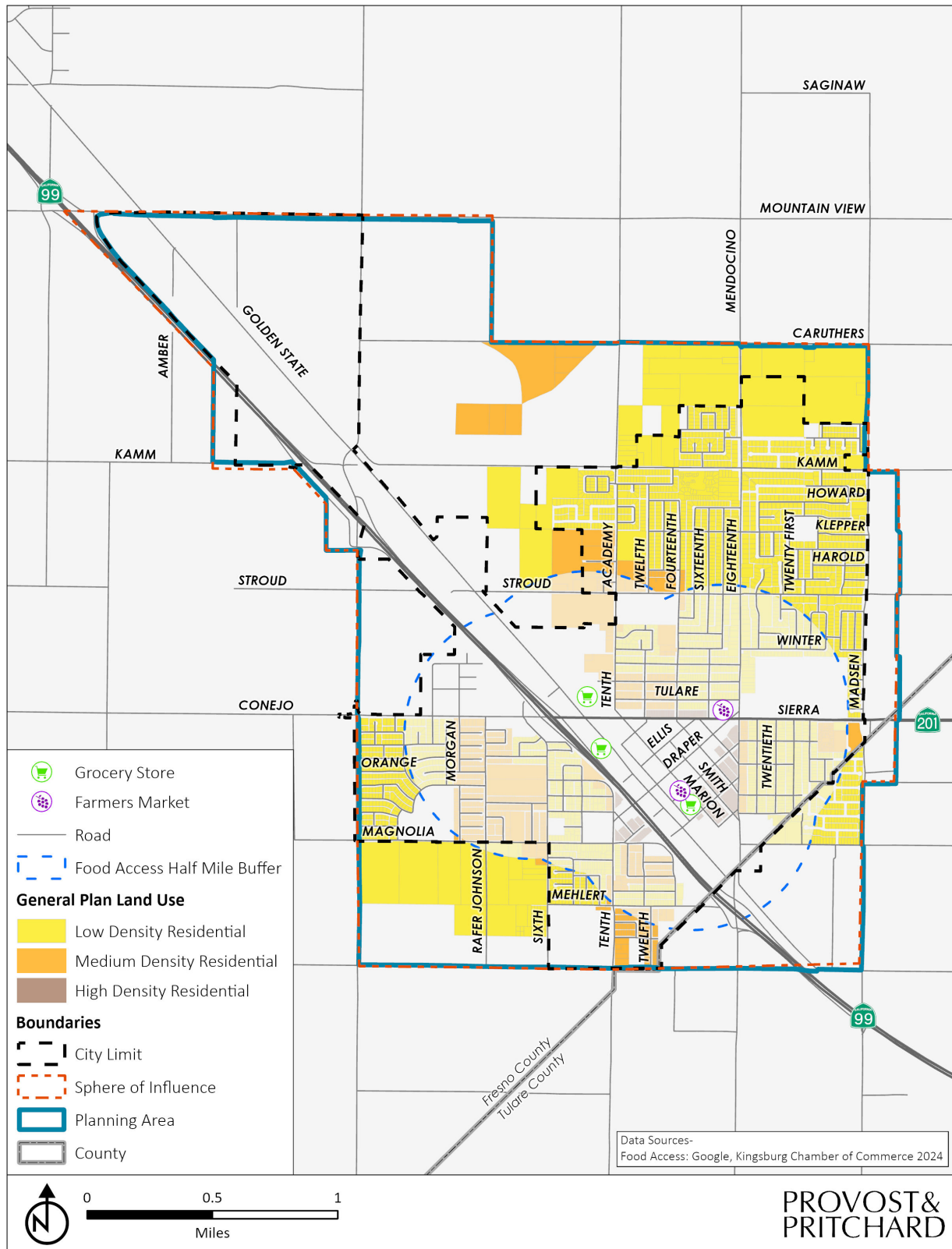
Summary and Recommendations

Accessing healthy food in Kingsburg is not a significant challenge and Low-Income or Low-Access indicators are not present. Kingsburg has three grocery stores and two farmers markets, ensuring convenient access for residents. Only 2.44%⁹⁷ of households do not own any cars, aligning with the community's reliance on personal vehicles due to limited inner-city transit options. No additional policies related to food access are anticipated at this time.

⁹⁶ (United States Department of Agriculture Economic Research Service, 2024)

⁹⁷ The United States Census Bureau ACS 5-year Estimate

Figure 14 – Food Access



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Safe and Sanitary Homes

Safe and sanitary housing considers three dimensions: housing conditions, housing affordability, and land-use compatibility. Toxic building materials, extreme temperature variation, poor air quality, moisture intrusion, and overcrowding are all aspects of housing condition that can impact residents' health. Residents of DACs tend to live in older housing stock which is more susceptible to these issues. Cost-burdened households have reduced resources available for other necessities such as health care or food. Finally, housing next to incompatible land uses can compound issues related to unsafe housing conditions. While housing condition and affordability are discussed in this section, incompatible land uses are considered in **Pollution Exposure**.

Methodology

To analyze access to safe and sanitary housing, jurisdictions must assess indoor conditions and housing affordability. Age of housing stock is an important indicator for toxic substances, as regulation that reduces the use of those substances has increased over time. This analysis uses housing stock age data and regulation timelines to determine the risk for toxic substances in Kingsburg. Additionally, census data on issues such as overcrowding is used to indicate indoor housing conditions. Housing affordability is traditionally measured according to the percentage of income spent on housing. Cost-burdened households spend more than 30% of their income on housing.⁹⁸ It should also be noted that there are indirect costs associated with housing choices, such as transportation costs to and from daily necessities, that are not factored into the affordability of a home but are influenced by the location of the residence.

Analysis

Toxic Substances

There are known risks associated with substances such as lead, asbestos, mold, and other contaminants that are often present in older homes. In 1978, the United States banned the consumer use of lead-based paint.⁹⁹ Structures built prior to the passing of that legislation tend to contain higher levels of lead than newer buildings. When lead-based paint begins to chip, exposure to the substance increases and presents a hazard. Additionally, these homes may contain plumbing components made from lead which can infuse drinking water with the substance. Children are especially at-risk for lead poisoning, although people of all ages may face serious health problems when exposed to lead. Housing stock built prior to 1980 is at higher risk of containing lead-based paint.

Asbestos is a fiber that occurs in rock and soil and has been used in a wide range of building construction materials and manufactured goods, including products like shingles, floor tiles, heat-resistant fabrics, and automobile parts.¹⁰⁰ Primarily, exposure occurs only after disturbance or damage releases the asbestos fibers into the air. While asbestos is not banned, legislation has granted the EPA greater oversight of products that contain the fiber and the ability to partially ban asbestos in certain products.¹⁰¹ Asbestos causes three major health effects: lung cancer; mesothelioma; and asbestosis, a long-term, non-cancer

⁹⁸ Housing costs include both rent or mortgage costs and utilities.

⁹⁹ (Protect Your Family from Sources of Lead, 2024)

¹⁰⁰ (Learn about Asbestos, 2024)

¹⁰¹ (EPA Actions to Protect the Public from Exposure to Asbestos, 2024)

lung disease.¹⁰² Homes in a state of disrepair can put residents at greater risk for asbestos exposure. This is especially true for older homes, as regulation of asbestos has increased over time.

While mold is not usually a problem indoors, excessive moisture combined with poor ventilation can increase the possibility of mold in homes. Molds can produce allergens and irritants that can cause health problems, especially for more sensitive populations such as those with mold allergies or asthma. Mold can also cause allergy symptoms for people who are not allergic.¹⁰³ Older housing stock with poor ventilation tends to experience excessive moisture build-up and conditions conducive to mold growth.

While there are not specific dates used to determine the risk of exposure to asbestos and mold, 1980 is typically used to determine the risk of exposure to lead-based paint. As such, many analyses use 1980 as the date for all three toxic substances. According to the 2024 Kingsburg Housing Element, 56.6% of the housing units are more than 30 years old (constructed before 1994), while 31.7% of units are over 50 years old (constructed before 1974).¹⁰⁴ Recommended actions to address the risk of toxic substances in the housing stock are included in **Table 7 – Safe and Sanitary Homes Summary and Recommendations**.

Rodents and Pests

Rodents and other pests, aside from being a nuisance, can also contribute to unsafe housing conditions. While rodents may carry viruses or bacteria that cause diseases in humans, other pests like insects and cockroaches can carry allergens and trigger asthma attacks. Pest invasion is more likely to occur in older or run-down homes that are more susceptible to such an invasion. There are no known problem areas for rodents or pests in Kingsburg.

Overcrowding

Overcrowded housing units increase health and safety concerns for the community. Additionally, highly overcrowded areas put increased stress on the condition of housing stock and infrastructure. The California Department of Housing and Community Development defines overcrowding as a unit occupied by more than 1.01 persons per room, not limited to bedrooms but excluding bathrooms and kitchens. Severely overcrowded units are occupied by more than 1.5 persons per room.¹⁰⁵ Overcrowding tends to result from a lack of affordable housing or units of adequate size and can impact both owners and renters, though renters tend to be impacted more significantly. The 2024 Housing Element evaluated overcrowding in Kingsburg, revealing that 3.4% of households in the city experience overcrowding, with no households classified as severely overcrowded. In the West Kingsburg neighborhood, which has the highest rates of overcrowding, about 51.5% of housing serves moderate-income residents, and approximately 19.1% serves lower-income residents.¹⁰⁶

Housing Affordability

Cost-burdened households have fewer resources to put towards other living expenses such as transportation, education, or healthcare. Additionally, a restricted budget also restricts housing choice, meaning cost-burdened households are also more likely to be subjected to unsafe housing conditions and

¹⁰² (Learn about Asbestos, 2024)

¹⁰³ (Mold and Health, 2024)

¹⁰⁴ (Fresno Multi-Jurisdictional 2023-2031 Housing Element, Appendix 1H: City of Kingsburg, 2023)

¹⁰⁵ (Fresno Multi-Jurisdictional 2023-2031 Housing Element, 2024)

¹⁰⁶ (Fresno Multi-Jurisdictional 2023-2031 Housing Element, Appendix 1H: City of Kingsburg, 2023)

overcrowding. Housing farther from commercial and employment centers that is more affordable may also increase transportation costs. Lower-income households and renters tend to be more affected by high housing costs.

The 2024 Housing Element for Kingsburg shows that 12.0% of households experience cost burdens, with 14.4% classified as severely burdened, totaling 26.4% of all households. Among these, approximately 43.9% are renters and 56.5% are homeowners. Specifically, 12.2% of renters are cost burdened, with 23.0% severely burdened, compared to 12.1% and 10.2% of homeowners, respectively.

In terms of geographic distribution, there is a slightly higher incidence of renter overpayment south of SR 99 and of homeowner overpayment north of SR 99. According to the 2016-2020 American Community Survey (ACS), 41.0% of renters south of SR 99 experience housing cost overpayment, compared to 37.7% north of SR 99. Conversely, there is a slightly greater disparity in homeowner overpayment, with 27.4% south of SR 99 and 36.0% north of SR 99 experiencing housing cost overpayment.¹⁰⁷

Summary and Recommendations

The following table summarizes the recommendations for the Healthy Community element based on the analysis completed above. The table summarizes the analysis of each factor and recommended inclusions, if necessary.

Table 7 – Safe and Sanitary Homes Summary and Recommendations

Factor	Summary	Recommendation
Toxic Substances	Due to the age of housing in Kingsburg, there is a likelihood of encountering toxic substances such as lead, asbestos, and mold. When these homes fall into disrepair, the exposure to these substances tends to rise, thereby increasing associated health risks.	Increase awareness of warning signs for presence of toxic substances.
Rodents and Pests	There are no known problems with rodents or pests in the City of Porterville.	No action needed.
Overcrowding	In Kingsburg, overcrowding is minimal, with homeowners experiencing a higher rate.	Encourage construction of affordable housing units and housing that can accommodate larger and multi-generational households.
Affordability	Approximately 26.4% of households in Kingsburg are cost-burdened and spending more than 30% of their income on housing.	Increase awareness of and participation in affordable housing programs and programs that assist in off-setting other living costs such as food and transportation. Encourage construction of affordable housing units.

¹⁰⁷ (Fresno Multi-Jurisdictional 2023-2031 Housing Element, Appendix 1H: City of Kingsburg)

Physical Activity

City design impacts a community's ability to engage in physical activity. A city's open space and transportation network shapes its access to formal and informal recreation opportunities, which in turn impacts public health. In addition, because low-income communities are more likely to depend on transit, walking, and bicycling for their transportation methods, promoting physical activity through active transportation policies not only provides health benefits but contributes to social equity as well. Therefore, an environmental justice framework on physical activity analyzes both the reach of active transportation networks and the distribution of parks and open space.¹⁰⁸ Additional information related to parks, a component of the physical activity analysis, can be found in the **Public Facilities** section above.

Methodology

In order to evaluate Kingsburg's level of access to physical activity, it is necessary to establish the location of parks and recreation facilities and the quality of its active transportation system. Best practices for environmental justice planning suggest utilizing several indicators to assess active transportation facilities and access to parks and open space, including:¹⁰⁹

- Accessibility per Americans with Disabilities Act (ADA) standards and sidewalk hazards related to path of travel, crosswalks, and curb ramps.
- Bicycle and pedestrian collision locations and other traffic hazards.
- Public realm amenities including trash receptacles, benches, shade and shade structures, and lighting.
- Landscaping including trees and shading along pedestrian routes.
- Bicycle and pedestrian routes, facilities, infrastructure, and connectivity.
- Playing fields and spaces allowing for activities that are reflective of local community preferences.
- Accessibility to parks, open space, and/or recreation facilities by walking within half-mile distance, bicycling, driving, and transit.
- Available amenities at each existing park, open space, and recreation facility.
- Park acres per 1,000 residents.

Fully analyzing all of these components requires an in-depth visual assessment, which is not part of the scope of this policy paper. However, a general assessment of physical activity opportunities that coincides with these aspects has been completed in the analysis below.

Analysis

Recreation Facilities, Parks, Open Space, and Trails

Kingsburg is home to eight City parks, each offering various amenities and overseen by the Community Services Director under the guidance of the City Manager. Memorial Park, Downtown Park, and Bi-Centennial Park all feature BBQs, playground equipment, and restrooms. Heritage Park provides play equipment and picnic tables, while Athwal Park and Erling Park offer open turf areas. Erling Park closes seasonally but others are open year-round. Memorial Park and Downtown Park are available for reservations, which can be made at City Hall in the Building and Planning/Community Services Office.

¹⁰⁸ (California Environmental Justice Alliance, Placeworks, 2018)

¹⁰⁹ (California Environmental Justice Alliance, Placeworks, 2018)

Currently, there are no State or regional parks within the planning area. The City also has a self-guided interactive walking trail that takes visitors to historic locations, murals, and buildings in Kingsburg.¹¹⁰

In addition to these parks, Kingsburg has the Crandell Swim Complex, which includes a swimming pool, bleachers, picnic tables, and restrooms. This facility is also available for reservations and supports a range of activities including swim lessons for toddlers, lap swimming, aqua aerobics, and public swim sessions during the summer. The Senior Center offers hot meals to adults aged 60 and older and features various services, including line dancing, exercise classes, and educational programs.¹¹¹

The General Plan sets a target of 2.7 acres of neighborhood parks per 1,000 residents and 3.0 acres of community parks per 1,000 residents. Currently, there are 28.5 acres of developed open space, resulting in a ratio of 2.3 acres of park space per 1,000 residents, not including any open space at school sites. It emphasizes collaboration between the Elementary School District and the City to establish neighborhood parks, ideally located alongside elementary school sites. For community parks, a similar collaboration between the Joint Union High School District and the City exists. The various parks and schools are mapped in **Figure 15 – Physical Activity**, below. Much of the City is within ½ mile of school and/or park facilities that provide physical activity opportunities.

Bike Lane Classifications

Class I: Completely separated right of way for exclusive use of cyclists and pedestrians.

Class II: On-street striped lane for one-way bike travel.

Class III: Shared on-street facility, commonly identified by pavement markings or signage.

Class IV Separated Bikeway: Physically separated bicycle facilities that are distinct from the sidewalk and designed for exclusive use by bicyclists. Also commonly known as cycle tracks.

Transit and Active Transportation Facilities

As shown in **Figure 15**, the City of Kingsburg is bisected by the State Route (SR) 99, which is the major north/south transportation and goods movement route through the San Joaquin Valley. While SR 99 provides three vehicular entry/exits points for the City, it acts as a dominant physical barrier separating the east and west sides of the City. Most land area within the Kingsburg City limits lies on the east side of the freeway; however, substantial residential land uses exist west of SR 99. There are limited crossings of the highway, several of which do not include bicycle or pedestrian facilities, which further limits the flow of automobile, bicycle, and pedestrian traffic between the east and west sides of Kingsburg.

The City does not have an extensive system of bike lanes, bike paths, or walking trails, although additional roadway improvements are planned through the Capital Improvement Program (CIP). The ease of bicycling, walking, and driving in Kingsburg varies depending on the area. The downtown area is more walkable due to its short blocks, moderate density, occurrence of mature trees for shading, and the proximity of a variety of destinations. The City's development requirements provide good active transportation connectivity in areas with new development.

¹¹⁰ (City of Kingsburg, 2024)

¹¹¹ (City of Kingsburg, 2024)

The Fresno Regional Active Transportation Plan (ATP), adopted by the Fresno COG Policy Board on May 30, 2024, identifies the following challenges which impact the safety and comfort of biking and walking in Kingsburg:¹¹²

- The sidewalk network is comprehensive in the western and central parts of Kingsburg. Gaps exist in the northern side of the City. Existing sidewalks need maintenance.
- The railroad tracks and SR 99 bisect the City. There are no bicycle facilities connecting the two sides of the City.
- Bicycle facilities are intermittent and lack connections to key destinations.

Public transit services are also limited. Transit service in Kingsburg is provided by Fresno County Rural Transit Agency (FCRTA). FCRTA services, amenities, and routes are summarized in the above section titled **Public Facilities**.

The limited nature of transit service in the planning area reduces the likelihood that residents will use transit and other forms of active transportation as a viable means of travel. Increasing availability of transit services and establishing bike and pedestrian infrastructure leading to and from transit stops will increase opportunities for access across all segments of the community and expand opportunities for physical activity in Kingsburg.

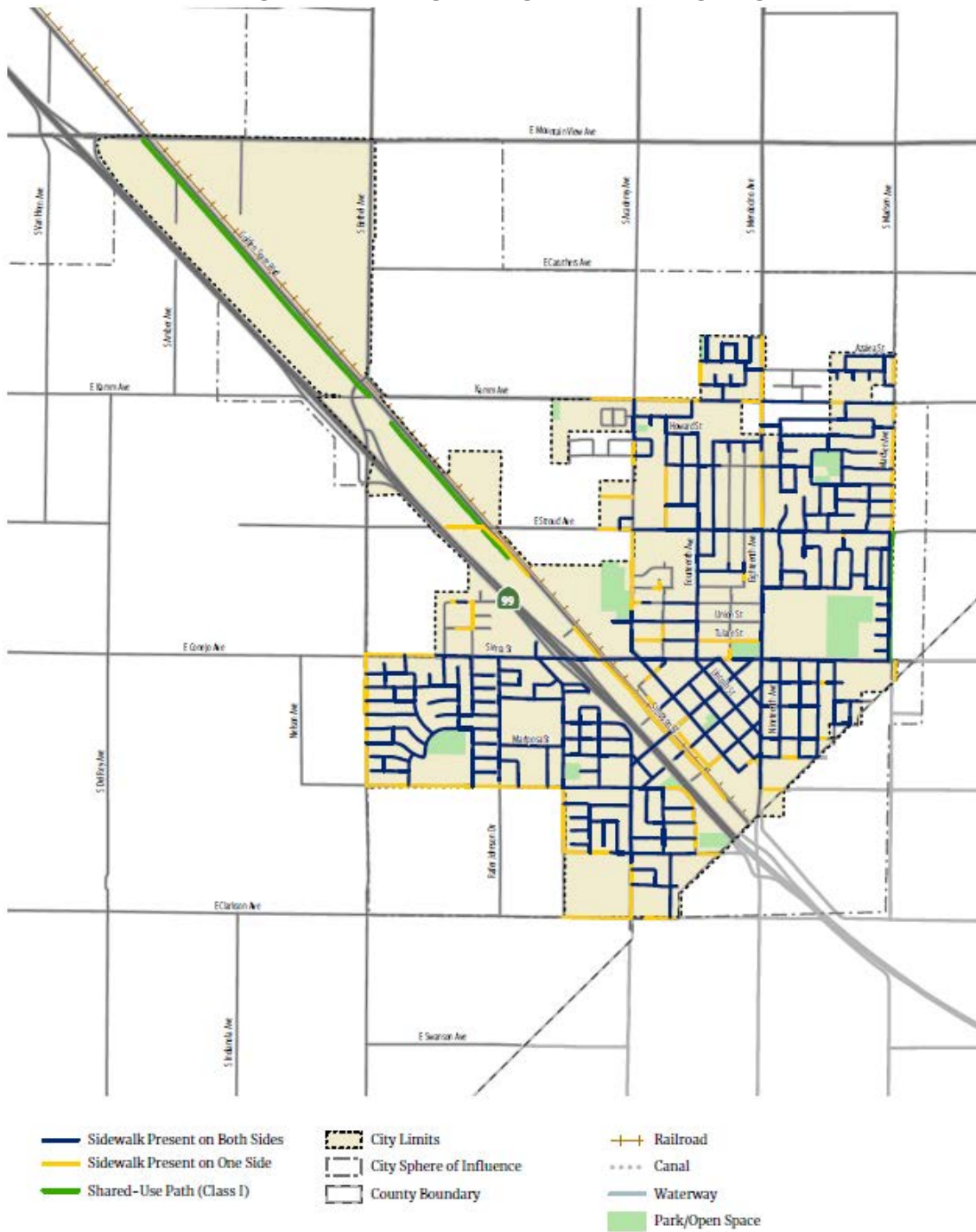
Summary and Recommendations

Although a good portion of the City has access to alternative transportation facilities and physical activity infrastructure, some recommended actions can further improve access in Kingsburg.

1. Bicycle infrastructure is limited within the planning area. Some areas are also missing sidewalks. Prioritize the construction of this infrastructure in locations that will close key gaps and link residential uses with schools, shopping, entertainment, recreational and employment centers within the planning area.
2. While the physical activity mapping effort identified the location of bicycle and pedestrian infrastructure, it does not reflect quality assessments or identify whether these facilities incorporate design elements which make walking or biking a comfortable or viable mode of travel, nor does it assess adherence to current ADA standards. In order to determine the efficacy of existing active transportation improvements, a visual quality assessment of bike and pedestrian facilities should be conducted.

¹¹² (Fresno County Regional Active Transportation Plan , 2024)

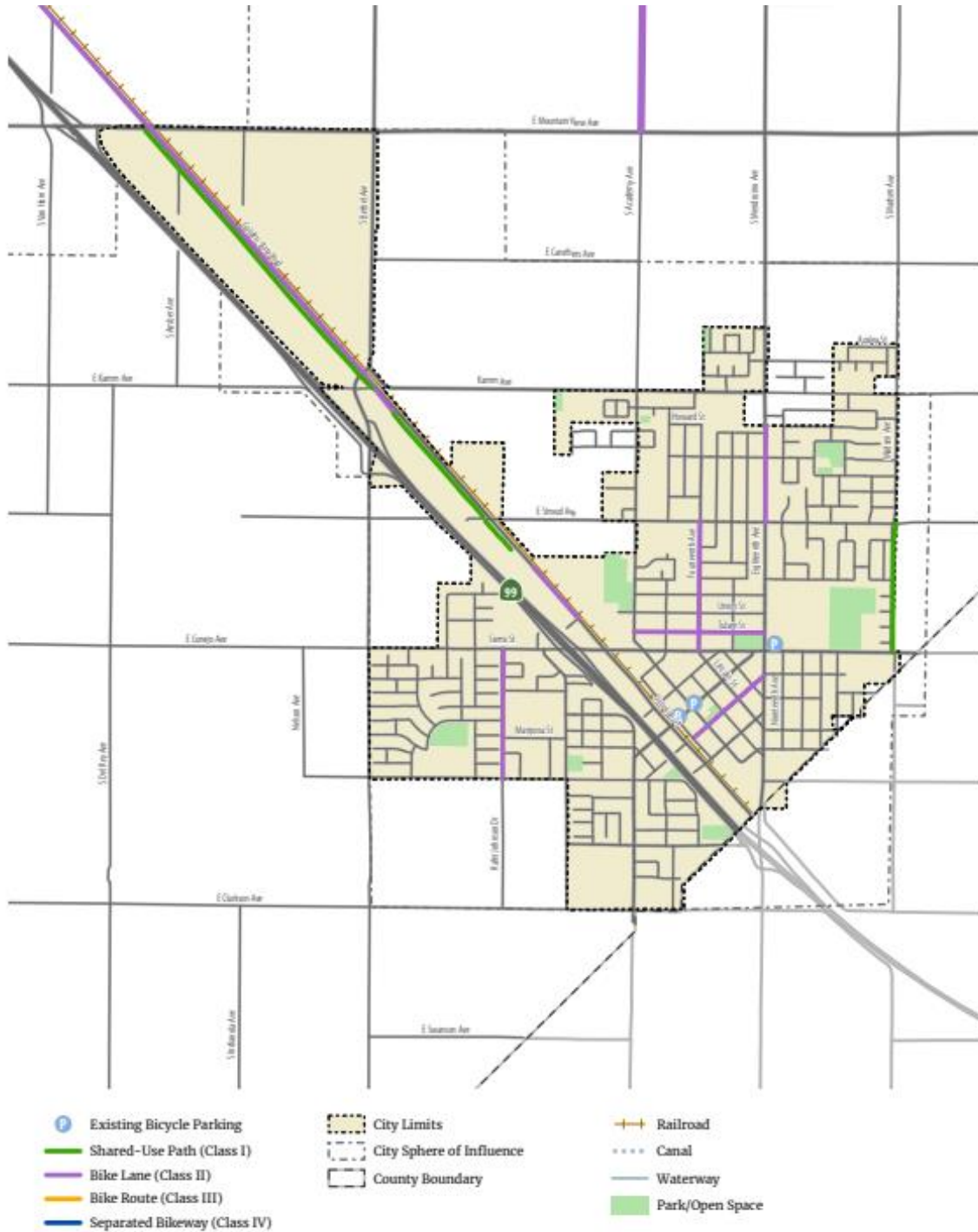
Figure 16 – Existing Walking Facilities in Kingsburg



Source: Fehr & Peers, 2023

Source: Figure 10-1, Fresno COG 2024 Fresno Regional Active Transportation Plan

Figure 17 – Existing Bicycling Facilities in Kingsburg



Source: Fehr & Peers, 2023

Source: Figure 10-2, Fresno COG 2024 Fresno Regional Active Transportation Plan

Civic Engagement

A core part of environmental justice is listening to the people who are most impacted. The most effective community engagement strategies represent all stakeholders, including those who are directly impacted and the public at large.

The City of Kingsburg holds regular City Council meetings on the first and third Wednesdays of each month, starting at 6 pm. Meetings take place at the City Council Chamber, located two doors down from City Hall. The City may also schedule special community meetings for projects requiring additional public outreach. The City Council Chamber is centrally located in the downtown area, promoting public participation. Meeting materials are posted on the website before each meeting and streamed live on Facebook. Although meetings are streamed, live remote participation is not facilitated. Recordings are uploaded to the City's official YouTube channel. Translation services for Kingsburg meetings are available upon request.

Similarly, the City of Kingsburg Planning Commission convenes regular meetings on the second Thursday of each month at 6 pm, also held at the City Council Chamber near City Hall. Meeting documents are available on the website before each session, and recordings are shared on the City's YouTube channel.

The City has a weekly email newsletter that residents can sign up for on the City's website. The newsletter provides information about upcoming community events, including opportunities to provide input on relevant City projects.

Summary and Recommendations

Civic engagement opportunities in Kingsburg are generally easy to access for community members, although best practices for community engagement continue to be refined. Implementing the following recommendations may make engagement opportunities in Kingsburg even more convenient for community members.

1. Ensure meeting times and locations continue to be conducive to public participation. Reassess meeting times and locations to ensure the majority of stakeholders are able to attend. Provide online access to meetings when possible.
2. Language barriers and childcare needs may prevent residents from participating in public meetings. Provide childcare and bilingual services at meetings so parents and individuals with limited English skills are able to participate. Spanish language services in particular should be considered.
3. Provide an alternative way to provide feedback, such as an online form, email, or phone number.

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Appendix A: Kingsburg Annex Implementation Resource Tables

The City of Kingsburg's Existing Implementation Resources

Table 1: City of Kingsburg Mitigation Capability Summary

Area	Degree of Capability		
	Limited	Moderate	High
Planning and Regulatory Capability		X	
Administrative and Technical Capability	X		
Fiscal Capability		X	
Available Staff	X		
Political Support/Interest		X	
Community Support		X	

Table 2: City of Kingsburg's Regulatory Mitigation Capabilities

Tool/Program	In Place Yes/No	Adopted/Updated
Building Codes	Yes	2022 CBC
Community Emergency Response Team (CERT)	Yes	
Community Rating System (CRS Program of the NFIP)	No	
Emergency Management Accreditation Program (EMAP)	No	
Fire Code	Yes	2022 CFC
Firewise Community	No	
Floodplain Management/Flood Damage Prevention Ordinance	No	
Land Use/Development Planning	Yes	2017 General Plan
National Flood Insurance Program (NFIP)	No	
Post Disaster Redevelopment/Reconstruction Plan/Ordinance	No	
Storm Ready	No	
Stormwater Management Plan/Ordinance	Yes	
Subdivision Regulations/Ordinance	Yes	
Two Weeks Ready	No	
Unified Development Ordinance	No	
Zoning Ordinance	Yes	

Table 3: City of Kingsburg Planning Capabilities

Regulatory Tool	In Place Yes/No	Under Development Yes/No	Comments
Capital Improvement Plan (CIP)	Yes	No	Annually adopted/updated
Climate Resiliency or Adaptation Plan	No	No	
Community Wildfire Protection Plan (CWPP)	No	No	
Comprehensive Emergency Management Plan	No	No	Adopted/updated by Fresno County
Comprehensive Land Use Plan (or General, Master, or Growth Management Plan)	Yes		
Continuity of Operations Plan	Yes		Adopted/updated; updated April 2023
Disaster Recovery Plan	No		
Economic Development Plan	Yes		
Emergency Operations Plan (EOP)	Yes		Adopted/updated; updated April 2023
Evacuation Plan	No		
Flood Response Plan	No		
Floodplain Management Plan/Flood Mitigation Plan	No		
Hazard Mitigation Plan	Yes	Yes	Partner with the County
Historic Preservation Plan	Yes		
Natural Resources Protection Plan	No		
Open Space Management Plan (Parks and Rec/Greenway Plan)	Yes		
Threat Hazard Mitigation Identification and Risk Assessment	No		

Table 4: City of Kingsburg's Administrative and Technical Mitigation Capabilities

Staff and Personnel Resources	Yes	No	Department or Single Staff Member	Comments
Emergency Manager	X		City Manager	
Engineers or professionals trained in construction practices related to buildings and/or infrastructure	X			Contract with Peters Engineering
Fiscal Management or Procurement Specialists	X		Finance Division	
Floodplain Manager		X		
Land Surveyors		X		
Land Use/Management/Development Planning	X		Community Development	
Planners or engineers with an understanding of natural and/or human-caused hazards	X			
Resource Development Staff or Grant Writing	X			Peters Engineering
Scientists familiar with the hazards of the community		X		
Staff experienced with Geographic Information Systems (GIS)		X		
Staff with education or expertise to assess the community's vulnerability to hazards		X		

Table 5: City of Kingsburg's Fiscal Mitigation Capabilities

Staff or Personnel Resource	Never Used	Previously Used	Currently Used	Comments
Capital Improvement Programming			X	
Community Development Block Grants (CDBG)			X	
Special Purpose Taxes (or taxing districts)			X	PG&E
Gas/Electric Utility Fee		X		
Water/Sewer Fees			X	
Stormwater Utility Fees		X		
Development Impact Fees			X	
General Obligation, revenue, and/or Special Tax Bonds		X		
Partnering Agreements or Intergovernmental Agreements			X	
FEMA Hazard Mitigation Assistance Grants (HMGP, FMA, BRIC)		X		
Homeland Security Grants (HSGP)			X	
USDA Rural Development Agency Grants	X			
US Economic Development Administration Grants	X			
Infrastructure Investment and Jobs Act (IIJA)	X			