

# Kettleman City Community Plan





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# CHAPTER ~ 1 ~

## INTRODUCTION



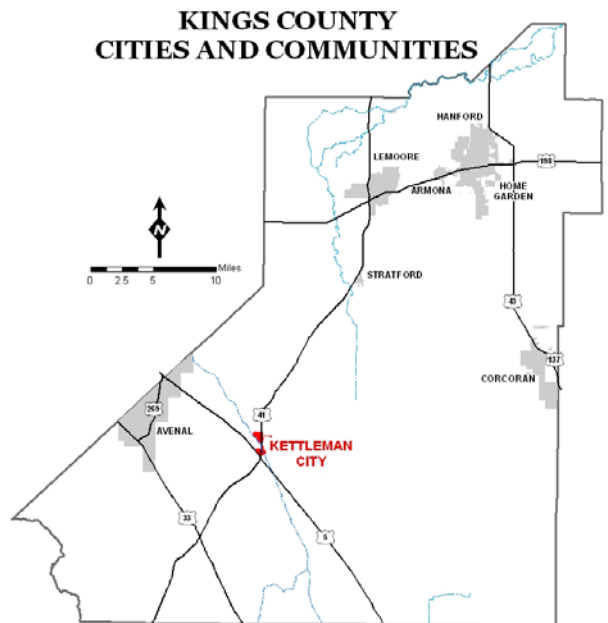
Kettleman City is one of four unincorporated community areas within the County of Kings that receives municipal type services from a community district. Located in southwestern Kings County, the community is strategically placed along the State Highway 41 corridor just north of Interstate 5 (see Figure 1A.1 for location map). Under the jurisdiction of the County, services such as street maintenance, sheriff, and fire protection are provided by County Departments. Other municipal services necessary to support the community, such as water, sewer, and street lighting are provided through the Kettleman City Community Services District (KCCSD). Community land use planning is under the authority of the County, however, KCCSD services which are independent from the County are critical to maintaining necessary services to existing residents and any future growth that may occur. Kettleman City also has the only Redevelopment Area within the County which provides it with a financial reinvestment tool that other communities do not currently have.

This Kettleman City Community Plan represents efforts by the Kings County Community Development Agency with assistance from California Polytechnic State University, San Luis Obispo City & Regional Planning Department to develop a vision and plan for the community's future growth. This document is based upon the input of community residents and stakeholders and serves as a planning guide that is unique to the Kettleman City community yet fully integrated into the County's comprehensive General Plan Update. This plan is consistent with all other required elements of the Kings County General Plan as defined by the State of California General Plan Guidelines, under authority of section Article 5 (Authority for and Scope of General Plans).

### A. Existing Community Character

Kettleman City remains a small quiet town with strong ties to agriculture, where many residents are employed by local farming operations or other related industries. As a major travel route for valley residents heading to the coast, and interstate travelers between Los Angeles and the Bay Area, the highway commercial area can get quickly congested with traffic especially during summer months. As such, the community is generally recognized as two separate areas, the more commonly known highway commercial area along State Highway 41 immediately north of Interstate 5, and the less commonly recognized residential community area located along State Highway 41, north of the commercial area. Strategically located at the intersection of two main highways, the commercial area primarily consists of highway commercial uses such as gas stations, convenience stores, fast food restaurants, motels, and other similar businesses. The commercial area is built along the east and west sides of State Highway 41, a quarter mile north of

Figure 1.1 Location Map



State Highway 41 and Interstate 5 interchange, which is easily accessible off the Interstate 5 off ramp at State Highway 41. The commercial area is also bounded to the north by the California Aqueduct which acts as a permanent buffer separation between the two distinct areas of Kettleman City. North of the aqueduct, a little less than a mile long area is largely open space land with some industrial and commercial uses that include a Chevron facility to the west and Con-Way Transfer Station to the east.

The residential area, located at the north end of the community about 1.7 miles north of Interstate 5, is also bisected by State Highway 41. Properties along the highway are designated for commercial uses, however, only a few commercial businesses are located here. These include a gas station, two very small convenience stores, auto parts dealer, and two towing companies. The residential community is made up largely of older single family homes with an average 1,100 sq. ft. unit size, and has a fairly large proportion of mobile homes which make up about 14% of all residential units. Approximately 300 residential units are located west of Highway 41, and 46 are to the east. Community facilities such as the KCCSD Office, KCCSD Park, Kettleman Elementary School, County Fire Station No. 9, County Library, and Medical Clinic are all located west of the highway.

**B. Demographics**

According to the 2000 Census, Kettleman City has a population of 1,499 residents, 320 households, and 289 families residing in the community. The community is largely made up of a Hispanic population with 92.73%. More than 60% of all households had children under the age of 18 living with them, and more than 67% of households were married couples. About 15% were single female households, and 9% were non-family related individuals living together. The average household size was 4.68 and the average family size was 4.59. Children under the age of 18 make up the largest percentage at 36%, with adults (25 to 44) making up the next largest group with 29%. Young adults between the ages of 18 and 24 represented almost 15%. The median age of residents was 24. On average, there are about 25% more males than females. The median income for a household in Kettleman City was \$22,409, and the median income for a family was \$21,955. About 38.6% of families and 43.7% of the population were considered below the poverty line.

**C. Community Plan Public Participation**

A series of ten community meetings were held in Kettleman City with residents of the community and other stakeholders. The first meeting was kicked off on September 28, 2006 and concluded with a conceptual draft community plan presentation to the community on March 13, 2007 (see Figure 1A.2 for meeting picture). On average, 25 community participants were present to express their needs and desires for the community, and lend input and feedback on the plan's development.

*Figure 1.2 Kettleman City meeting*



Throughout these community meetings, challenges and opportunities of this community were identified. This community plan has considered these factors, and evaluated alternatives by which they may be addressed to enhance and improve the community's existing conditions and future sustainability.





**D. Community Challenges**

1. Water quality and quantity. The KCCSD currently supplies water to the community that is derived from two active wells. These wells currently provide 315 acre feet of water per year, with a pumping capacity of 400 gm per well. Currently, water is stored in three water tanks to meet water demand and fire hydrant flow requirements. The water quality, however, is contaminated with Benzene and secondary water quality issues which have prompted the water treatment facility to be a top priority for the District and community as a whole. Summer peak flow demands and limited storage tanks also place a strain upon the District's water system and leaves it vulnerable to possible shortages. Because of this limiting factor, little to no substantial growth has occurred in Kettleman City over the last several years.
2. Deteriorated water infrastructure system. Much of the underground water and sewer lines connecting residences and commercial uses to the District's facilities have been in place for over fifty years. These connecting pipe lines have often been found to be deteriorated and even noted as non-existent with only a rust lined tunnel conveying water. Improvements will be needed to the overall District's infrastructure to ensure adequate pressure can be maintained throughout the system after the new water treatment facility becomes operational.
3. Lack of a central commercial area for the community. The residential area has some limited commercial uses along State Highway 41, which largely consist of a gas station, a few small convenience stores, auto parts store, and other small commercial uses. There is no identifiable or functional downtown area for commercial businesses to locate or Kettleman residences to frequent.
4. State Highway 41 divides the residential community. Kettleman residents have complained of the safety issues related to the speeds that highway traffic travels through the community. This traffic is strongly viewed by residents as a detrimental factor for the community, and have noted the decreased safety for pedestrians and children that must cross the highway. The Kettleman Elementary School is located on the west side of the highway, which often requires that students cross an unsafe intersection that provides little to no warning for drivers to slow down.
5. Overcrowded housing conditions and lack of housing alternatives and affordability. The community has had little to no housing growth to provide new affordable units due primarily to the lack of water availability. Additional housing growth and population is needed to provide residents and the County with alternative housing options, and is also needed to support the desired businesses that residents want.
6. The community lacks sufficient economic development activity to support existing and future residents of the community.

**E. Community Opportunities**

1. Redevelopment Area. Kettleman City is the County's first and only established Redevelopment Area. The tax increment funding that may result from any future growth or tax appreciation within the area provides Kettleman City with a unique funding source that is not currently available to other communities within the County.
2. Water Treatment Facility. The Kettleman City Community Services District is currently in the process of developing plans for the construction of a new water treatment facility that will serve to greatly improve the community's water quality and quantity. The County has devoted 3 million dollars towards the new facility and has secured a five acre site south of the residential area and near the aqueduct. The County has also made available to the community an additional 2.7 million dollars worth of State water allocations (300 acre feet of water) to the community on an annual basis that will be delivered through the aqueduct.



3. **Wastewater Treatment Facility.** The KCCSD recently benefited from the wastewater treatment facility improvements made by Chemical Waste Management, Inc. that operates a regional landfill approximately 3 miles southwest of the community along State Highway 41. The Phase I improvements to the KCCSD facility include construction of the surface water treatment plant that will increase the facility's capacity to 1.3 million gallons per day (MGD).
4. **County Facilities centrally located near the residential community area.** The County maintains County Fire Station No. 9 immediately adjacent to the residential area along the south, and just west of State Highway 41. Other facilities are also located near the fire station and include the County Library and Sheriff Substation.
5. **New Downtown Commercial Area.** Vacant land south of the County Fire Station and west of State Highway 41 provides an excellent location to establish a new community commercial core that can tie into the rest of the residential area and draw from highway traffic sales.





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# CHAPTER ~ 2 ~

## Community Land Use

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The Kettleman City Community Plan Land Use designates the general distribution, location and intensity of land uses within the community and its future growth areas. Land use designations include residential, commercial, industrial, and public facilities. The Kettleman City Community Plan Land Use map provides the foundation for land use decisions within the community through the year 2030. This plan incorporates substantial changes in the community that are based upon strong community support, and include new compact residential growth on smaller lot sizes to provide more affordable units, and a Downtown Commercial Area that is intended to meet the daily needs of residents and is centrally located within walking distance of many residents, and draws sales from highway travelers.

The following Land Use Goals, Objectives and Policies are established to guide short and long range land use decisions within the community that are unique to this Community Plan. All other land use references are incorporated herein by reference to the Land Use Element of the General Plan.

The Kettleman City Community Plan Land Use Map incorporates land use changes to establish General Plan consistency with zoning. The map also displays the Primary and Secondary Sphere of Influence as defined by the Local Agency Formation Commission of Kings County (LAFCO). All planned urban areas should be recommended to LAFCO for inclusion in the Primary Sphere of Influence. The Secondary Sphere of Influence serves as an area of interest to the community and KCCSD, and is also used to define the Planning Area of this Community Plan.

### **A. RESIDENTIAL AREAS**

The Kettleman City Community has expressed overwhelming desire for new residential growth to provide affordable housing options that are not currently available within the community, and will also build quality neighborhoods and enhance the connectivity of the overall community.

**KCCP GOAL 2A** New Kettleman City residential growth shall consist of higher densities that provide a variety of quality housing types and affordability ranges. New developments shall also serve to reinvest in the community's existing infrastructure, and be designed as an integral part of a walkable community with pedestrian connectivity to commercial, residential and recreational destinations.

#### **KCCP OBJECTIVE 2A.1**

***Ensure orderly development of new residential areas in a manner that minimizes infrastructure investment, ensures adequate services, and avoids premature conversion of prime farmland.***

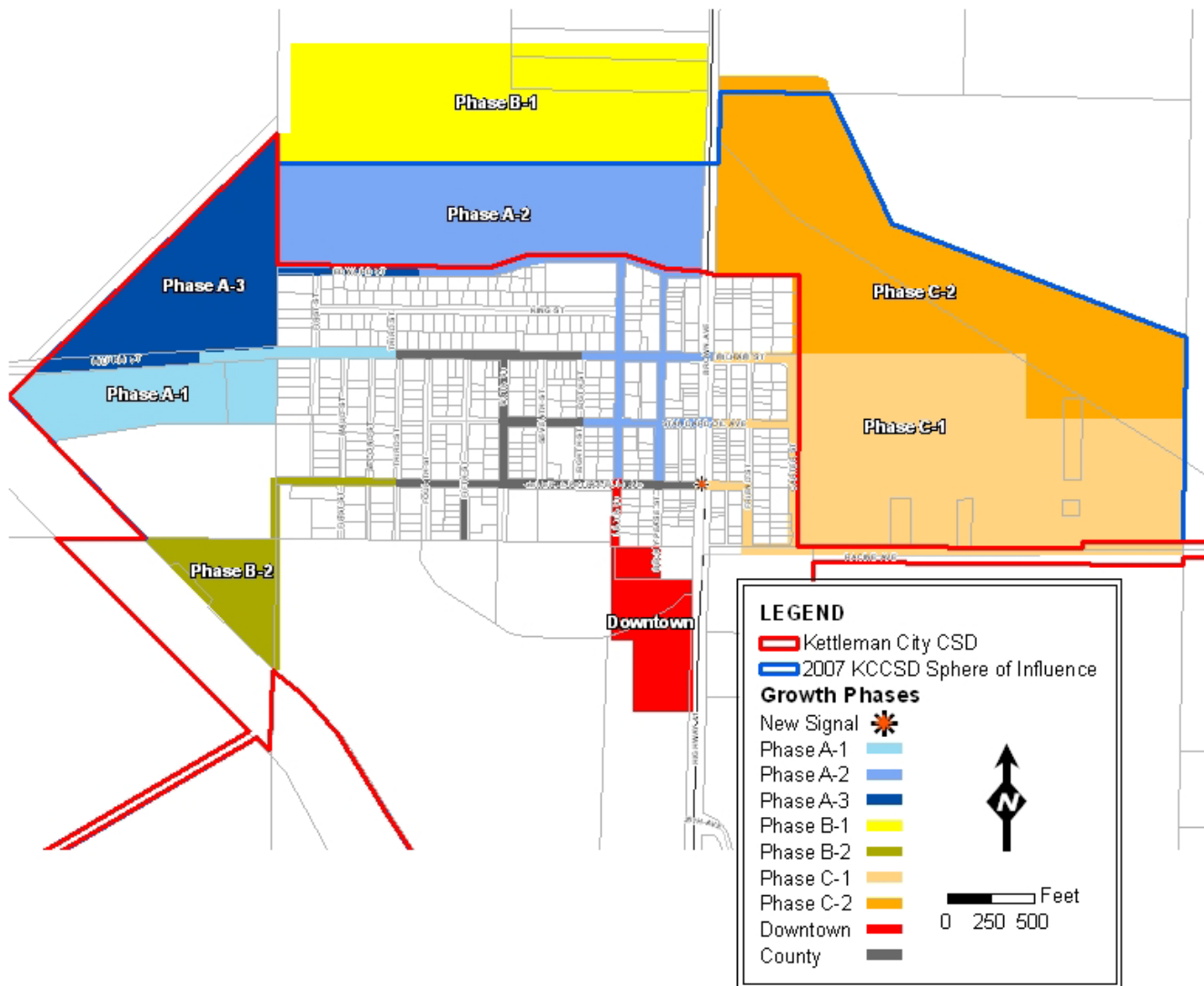


**KCCP Policy 2A.1.1: Residential development shall occur according to a phased growth plan.**

The Kettleman City growth phases are identified on Figure 3.A.1 below. These residential phases are estimated to accommodate a community population up to 9,326. The Kettleman City Community Plan timeframe is also within the planning timeframe of the upcoming 2009 Housing Element Update, and community planned growth may assist the County in meeting the new Regional Housing Needs Allocation.

*Figure 2.1 Kettleman Growth Phases and infrastructure improvements*

**KETTLEMAN CITY  
Phased Growth and Infrastructure Improvements**



**KCCP Policy 2A.1.2: Residential growth should avoid development of prime agricultural lands, and those protected under a “Williamson” Act or Farmland Security Zone Contract.**

The proposed phasing plan will act to limit growth in a more orderly manner to increase the investment in community infrastructure while also building concentrated development into a walkable community. This phased growth of limited areas also acts to preserve farmland by concentrating more compact urban development around the existing core of the community. Phased growth will avoid the unnecessary and premature conversion of “Williamson” Act Contracted land until the last phases. There are 5 acres under “Williamson” Act Contract in the northeast corner of Phase B-1, and 73 acres that take up most of Phase C-1 and C-2. All parcels of land currently under “Williamson” Act Contracts and proposed for urban uses are within the second and third Phases for growth.

**KCCP Policy 2A.1.3: Residential expansion shall occur in three phases of succession, and at least 60 percent of a prior phase is required to be built out or have development improvements constructed before the next phase may begin development.**

Development within phases B and C should occur only when the previous phase has reached 60 percent of build-out. Table 2A.1 below provides general indicators for determining the benchmarks for the various growth phases. An alternative total developable acreage indicator may also be used since future population and number of units may vary.

Table 2.1 Estimated Population Growth By Phase	Phase A		Phase B		Phase C	
	Pop.	Units	Pop.	Units	Pop.	Units
Base existing and projected population	1,499	320	4,284	1,164	5,881	1,648
New development within existing town	541	164	N/A	N/A	N/A	N/A
New development outside existing town	2,244	680	1,597	484	3,445	1,044
<b>TOTAL ESTIMATED POPULATION</b>	<b>4,284</b>	<b>1,164</b>	<b>5,881</b>	<b>1,648</b>	<b>9,326</b>	<b>2,692</b>
60 percent of phase build-out by Units	1,346	408	958	290	N/A	N/A
<b>ALTERNATIVE DEVELOPABLE ACRES</b>	Acres 47.92		Acres 33.02		Acres 73.09	
60 percent of phase build-out in acres	28.75		19.81		N/A	
<i>Note: Existing population and housing units is based upon Census 2000 figures. Housing assumes an existing persons/household density of 4.68, and all new development has an average density of 3.30 persons/household.</i>						

**KCCP Policy 2A.1.4: Residential neighborhoods shall be designed to remain walkable and provide on average a 10 minute walking distance from the new Downtown center proposed south of the County Fire Station.**

Existing residential areas lack sufficient infrastructure to provide a walkable streetscape. New residential developments should incorporate pedestrian features such as sidewalks to create connectivity with other areas. New growth areas should also provide for the partial improvement of existing areas to assist in the improvement of the community’s connectivity as a whole.



**KCCP Policy 2A.1.5:** As additional services come online, priority for development should be given to Phase A-2 which is under the Kings County Housing Authority and planned for low-income mixed housing units.

Figure 2.2 Housing Authority property in Phase A-2



The Kings County Management and Development Corporation (MCMD) currently owns approximately 7.8 acres within the Phase A-2 area. Subdivision of this land as allowed under this plan would accommodate an estimated 80 low-income housing units. The Village Missions Church owns the remaining 2.26 acres and released the other 7.8 acres to MCMD with the intent of developing it into much needed affordable housing. Development is unable to proceed due to the limited water availability that currently exists. At such time as additional water becomes available through the KCCSD, Phase A-2 should have priority to help address the lack of housing options, affordability and overcrowding that exist within the community.

**SINGLE FAMILY RESIDENTIAL**

**KCCP OBJECTIVE 2A.2**

***Establish Higher Density Compact Residential Areas that are more affordable to residents and include a new single family residential zone district with a minimum 3,000 square foot lot size that is unique to Kettleman City only.***

**KCCP Policy 2A.2.1:** Medium High Density residential land shall be designated in new residential growth areas to direct compact residential development with smaller scale and more affordable homesites.





Many of the community residents in Kings County are low-income and/or farm laborers. Much of the community experiences considerable overcrowding and there is great demand for affordable housing. Smaller more affordable units can be obtained through compact residential development that will allow Kettleman City to provide affordable housing to a growing population. The use of higher density housing will serve to provide affordable units, a walkable community, reduce overcrowding, preserve agricultural land, and provide a mix of rent/own housing options.

**KCCP Policy 2A.2.2:** A new single family residential zone district with 3,000 square foot minimum parcel size shall be established by ordinance that is compatible within the Medium High Density Residential land use designation, and allows 10 units per acre. The new zone shall also require a minimum width of 25 feet for an interior lot, 30 feet for corner lot, and 70 foot depth. A minimum 15 foot front yard is also required.

Figure 2.3 Small lot housing



These policies are designed to create new smaller lot residential homesites that add additional housing opportunities in Kettleman City and help to foster a wider variety of housing types with varying affordable ranges. These policies also provide the community an opportunity to attract middle-income, home-owning residents. A mix of housing types should be encouraged to reduce overcrowding among low-income families and also draw middle-income households as long term residents.

### **MULTI-FAMILY RESIDENTIAL**

The Kettleman City new residential growth areas include higher density multi-family land use that will provide much needed housing alternatives which can accommodate more families within the community. These changes seek to reduce overcrowded housing conditions in Kettleman City. The community also needs to achieve a higher population base in order to attract and support local based businesses and other services that the community desires.

#### **KCCP OBJECTIVE 2A.3**

***Multi-Family Residential within Kettleman City shall be used more efficiently and encourage new development with increased density allowance.***

**KCCP Policy 2A.3.1:** Multi-Family Zone Districts within Kettleman City shall have a minimum density requirement of 2,400 square feet per dwelling unit for RM-3, 1,600 square foot minimum for RM-2, and a 1,200 square foot minimum for RM-1.5.

This policy serves to build in an automatic allowance for density bonus in Multi-Family Zone Districts within Kettleman City to provide an incentive to property owners and development interests.



**KCCP Policy 2A.3.2: Multi-Family Zone Districts within Kettleman City shall have a maximum floor area ratio of 50% for RM-3, 60% for RM-2, and 70% for RM-1.5.**

This policy will act to ensure that a majority of Multi-Family Residential Zone land is developed with the multi-family residential unit.

**KCCP Policy 2A.3.3: An additional density bonus may be considered for condominium and apartment units targeted to low and moderate income households.**

All together, these changes seek to increase the potential for multi-family residential development and reduce overcrowded housing conditions, while also increasing the population to entice more commercial investment within the community. The 2003 Housing Element (Section 6.F.3) includes an expanded density bonus as an implementation mechanism to increase density and affordable housing. Developers should be encouraged with increased density allowance to provide more low and moderate income housing units.

**B. COMMERCIAL AREAS**

The Kettleman City Community lacks a community town center and businesses that meet the daily needs of residents. The community has expressed overwhelming desire for a viable Downtown that would be the pride of the community and visible from Highway 41. The highway commercial area should also be supported as it serves as a significant commercial hub for the County and commercial tax base.

**KCCP GOAL 2B Kettleman City’s commercial areas serve the local needs of community residents through a new downtown commercial area, and regional needs of highway travelers at the highway commercial area. New commercial growth provides long term economic vitality for the community, reinvests in and revitalizes the community, and seeks to enhance a job/housing balance for the community.**

**KCCP OBJECTIVE 2B.1**

***Provide centrally located areas for economic growth and development that is compatible with the community vision and serves to enhance the Redevelopment Area tax base for the community while also increasing the jobs/housing balance for Kettleman City.***

**KCCP Policy 2B.1.1: Integrate Downtown Mixed Use into the Zoning Ordinance that is made up of Rural Commercial and Multi-Family Residential combined zoning.**



Figure 2.4 Mixed-use development



Kettleman City can make more efficient use of the land, create a pedestrian friendly environment, and develop a central downtown setting when mixed use land use is applied. The Community does not benefit when commercial zones are separated from residential areas, and larger distances exist between uses which result in excessive travel and sprawl. Furthermore, land use decisions that are not considered within the context of the whole community may limit potential future growth that would be beneficial to the community, increases economic vitality, and make it more attractive to business interests. Mixed-use presents an effective tool for reinvigorating the community.

## **DOWNTOWN COMMERCIAL AREA**

### **KCCP OBJECTIVE 2B.2**

***Establish a new Downtown Commercial Area made up of mixed commercial and residential use that serves as the new town center for the Kettleman City community and is visually demonstrative of a town center to travelers along Highway 41.***

**KCCP Policy 2B.2.1: The 8.5 acre area immediately south of the County Fire Station and west of State Highway 41 shall be established as the Downtown Mixed Use core area for the community.**

This policy will serve to establish a new Downtown Commercial Area that would be strategically located along one of the County's main highway corridors. This area could then serve the needs of residents and draw from highway commercial traffic.

**KCCP Policy 2B.2.2: Establish a Downtown Design Guideline that works to promote urban design, traditional downtown architecture, facades, signs, landscaping and coordinated earth-tone color scheme.**

Kettleman City residents do not have access to a reliable local source of groceries. Currently residents must travel to distant neighboring communities to purchase groceries. Many residents complain about the high prices of items at the few existing stores. By establishing the Downtown Commercial Area just south of the fire station the community has the opportunity to establish a centralized downtown commercial area that can support the daily needs of local residents and take advantage of sales to highway travelers. The community indicated that a local supermarket was a priority in surveys and workshops. However, in order to achieve a supermarket, the population must reach an estimated 8,000-10,000 population base. The Kettleman City Downtown Area includes the possible location of supermarket that is a highly desirable feature of the community's future growth. This new

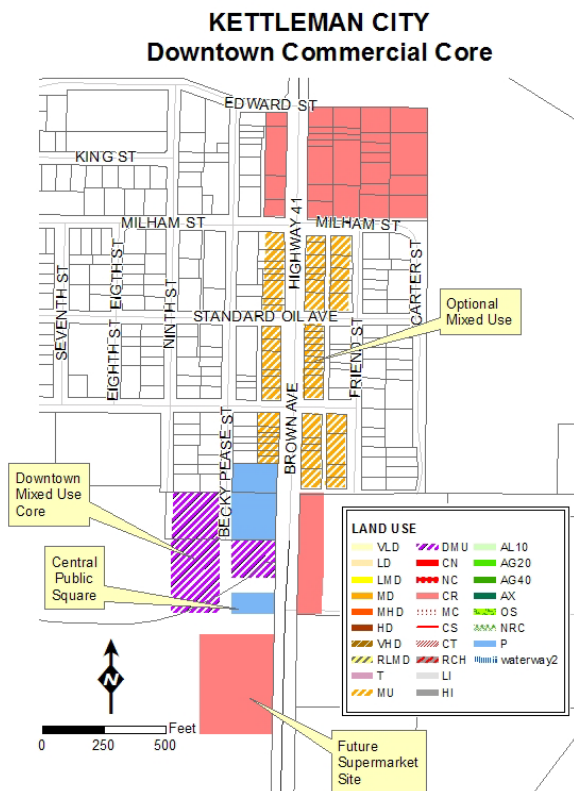




commercial area may also lend itself to possible “Outlet” Commercial Retail development that could greatly enhance the economic base of the community and County, while also providing a possible strategy to develop this commercial area even before the population threshold is reached.

Kettleman City residents expressed a number of concerns over the need for centralized basic services such as a pharmacy, bank, grocery store, laundromat, and other family oriented business. There was also a great desire for the community to have a central public square where people could meet, have events, and demonstrate to passersby that there is a community in Kettleman City. This new downtown area would also serve to attract business development within the community, increase investment, and have access to a number of households within a 10-minute (half-mile) walk. The centralized location will enhance the pedestrian orientation of the community. The land designated for the Downtown Mixed Use core area is currently vacant and would not require displacement of any individuals or structures.

*Figure 2.5 Downtown Mixed Use Core*



*Figure 2.6 Downtown Area Layout*



The Downtown Center should be created to serve the needs of Kettleman City residents. Commercial establishments in the Downtown Center will be part of the County’s non-basic economy. Mixed-use zoning with small commercial lots will provide both business opportunities for economic development and more affordable housing while also creating a focal point in Kettleman City that would retain the small-town feel that Kettleman City residents' desire. Residents currently travel to distant neighboring communities to purchase products from larger retail service providers.



**KCCP Policy 2B.2.3: Require new development within the Downtown Mixed Use to be designed with small setbacks which promote the implementation of pedestrian oriented landscaping and amenities to shape outdoor spaces and streetscape.**

Mixed-use development will create a more pedestrian-friendly environment that separates people from passing vehicles on Highway 41. Mixed-use will help to preserve and enhance a small walkable community and pedestrian features in the Downtown Commercial Area will provide interconnectivity with residential areas. Aesthetically pleasing amenities should include sidewalks, tree lined streets, and other landscaping such as a landscaped parkway. Other features should include waiting benches, light-posts, stairway entrances and landscaping to accentuate public space and set the foundation for a safe and inviting environment. Benches can also become instrumental when incorporating public transit stops.

Figure 2.7 Downtown concept image



**KCCP Policy 2B.2.4: Facilitate coordinated negotiations with property owners and the County Redevelopment Agency to increase the potential of all parties working together to fulfill the Community's vision for a downtown.**

A coordinated effort is needed to facilitate this new economic endeavor. Economic Development activities through Kings EDC are largely focused on large employer industrial and commercial developments and should be encouraged to help facilitate this effort. In order to establish a developable plan, property owners and economic development interests must be on board to make this opportunity a reality. The Downtown Commercial Area is currently owned in part by the County of Kings, Reef Sunset Unified School District, and Chevron.

## **COMMERCIAL HIGHWAY AREA**

### **KCCP OBJECTIVE B.3**

***Allow for minor expansion of the Commercial Highway Area when sufficient infill development has occurred.***

**KCCP Policy 2B.3.1: Expand the Commercial Transportation land use to include 10 acres at the southeast corner of the Commercial Highway Area.**

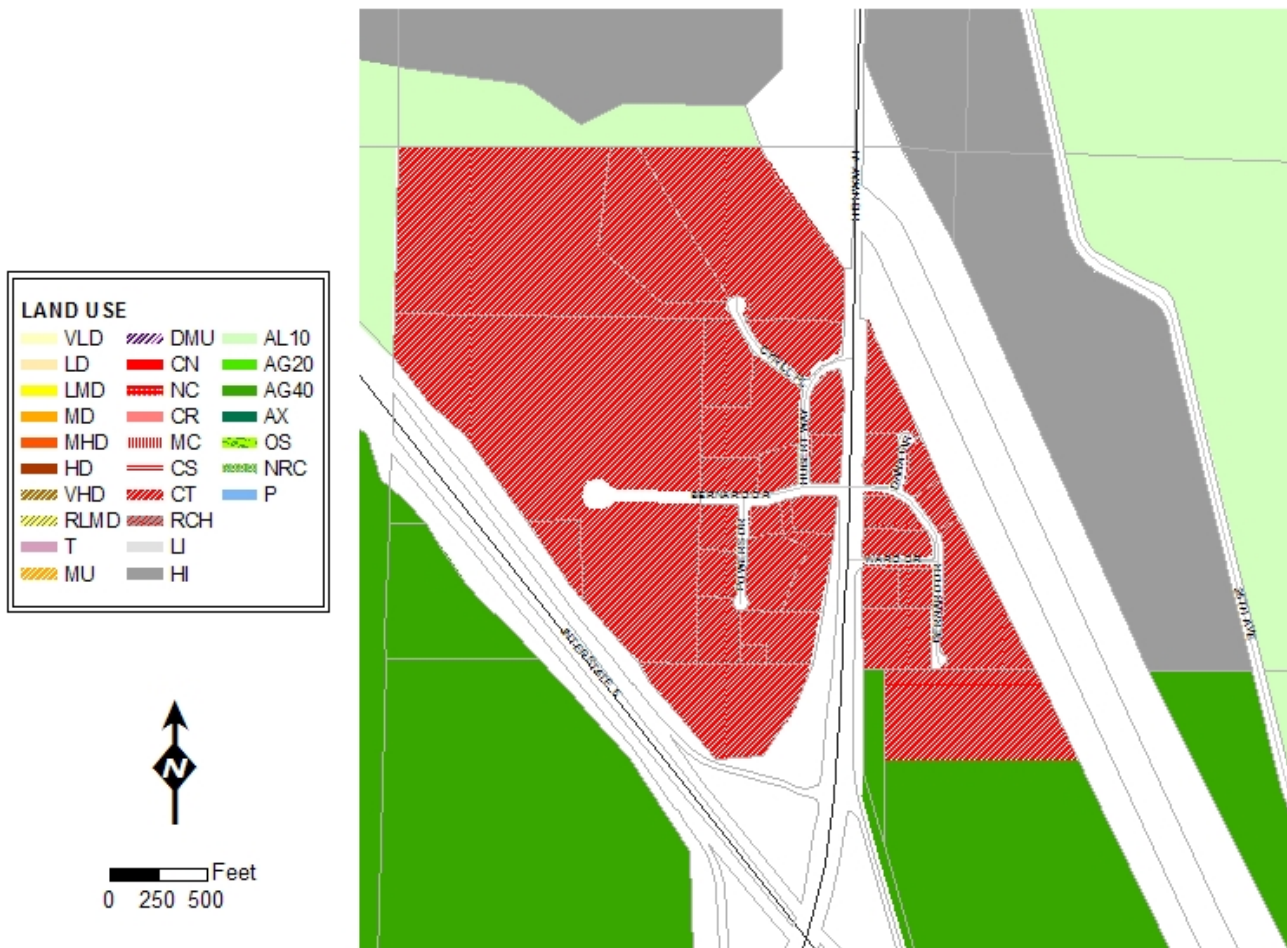
Figure 2B.3 shows the land use within the Highway Commercial Area, including the expansion of commercial to the southeast. Approximately 69 percent of the Commercial Highway Area is currently built out. However, numerous vacant commercial lots still currently exist within this area. As future residential and commercial growth occurs, expansion of this area may be necessary to accommodate additional revenue-producing commercial growth that will act to provide jobs, economic value, and increase redevelopment tax revenue for the community. The minor expansion of the highway



commercial resulting from this plan will provide a small additional area along the southeast that has highway visibility and potential for access from the major roadways.

Figure 2.8 Highway Commercial Area

### KETTLEMAN CITY Commercial Area Land Use





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# CHAPTER ~ 3 ~

## COMMUNITY OPEN SPACE AND RECREATION

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Kettleman City currently has one Kettleman City Community Services District owned park in the center of the residential area. A recreational field is also located south of the elementary school which is maintained by Chemical Waste Management, Inc. and provides a soccer playing field for local residents. Besides these amenities, the community has little else in the way of recreational open space. Undeveloped open hillsides provide ample surrounding open space, however, in large these areas are not very accessible or pedestrian oriented.

### **A. COMMUNITY OPEN SPACE**

**KCCP GOAL 3A Community areas of open space are maintained and expanded upon to meet the needs of existing residents and future growth within a compact community.**

#### **KCCP OBJECTIVE 3A.1**

***Establish an Agricultural-Open Space Buffer that serves to protect residents, enhance pedestrian walkability, and provide access to recreational areas.***

Many community residents have complained of the dust and other pollutants carried into the community from the northwest and desired to have planted windscreens along the edges of new residential growth. These tree strip recommendations lent themselves to establishing more beneficial agricultural buffers that could serve as community open space that enhances pedestrian connectivity.

**KCCP Policy 3A.1.1: New Development within Phase Area A shall provide for the establishment of a 100 foot buffer along the northwest edge of Phase Area A-2, A-3, and a .33 acre portion of the 3/4 acre community park located in Phase Area A-3. The 50 foot width along the outside community edge shall be used for a tree lined open space corridor with pedestrian trail and trees spaced 15-25 feet. The interior 50 foot width shall provide a perimeter roadway for residential access and should include aesthetic landscaping.**

This policy will require that new residential growth pay for open space and pedestrian connectivity improvements along the northwest edge of the community. In addition to adding air quality protection to the community, the improvements will provide permanent open space that serves to enhance the walkability for residents and add necessary recreational park area to residents living within a more compact residential environment. This open space buffer can also easily be integrated as part of growth expansion beyond the planned growth of this community plan, and will not serve as a restriction to any future growth consideration.



**KCCP Policy 3A.1.2: New Development within Phase Area B shall provide for the establishment of a 100 foot buffer along the west, north and portion of the east edge of Phase Area B-2 and a .42 acre portion of the 3/4 acre community park located in Phase Area B-2. The 50 foot width along the outside community edge shall be used for a tree lined open space corridor with pedestrian trail and trees spaced 15-25 feet. The interior 50 foot width shall provide a perimeter roadway for residential access and should include aesthetic landscaping.**

This policy will require that new residential growth in the second major phase of growth pay for open space and pedestrian connectivity improvements along the north edge of the community. These improvements also provide permanent open space that serves to enhance the walkability for residents and add necessary recreational park area to residents living within a more compact residential environment.

**KCCP Policy 3A.1.3: New Development within Phase Area C shall provide for the establishment of a 100 foot buffer along the north and northeast edge of Phase Area C-2 and a 1 acre community park. The 50 foot width along the outside community edge shall be used for a tree lined open space corridor with pedestrian trail and trees spaced 15-25 feet. The interior 50 foot width shall provide a perimeter roadway for residential access and should include aesthetic landscaping.**

This policy will require that new residential growth in the third major phase of growth pay for open space and pedestrian connectivity improvements along the northeastern edge of the community. These improvements also provide permanent open space that serves to enhance the walkability for residents and add necessary recreational park area to residents living within a more compact residential environment.

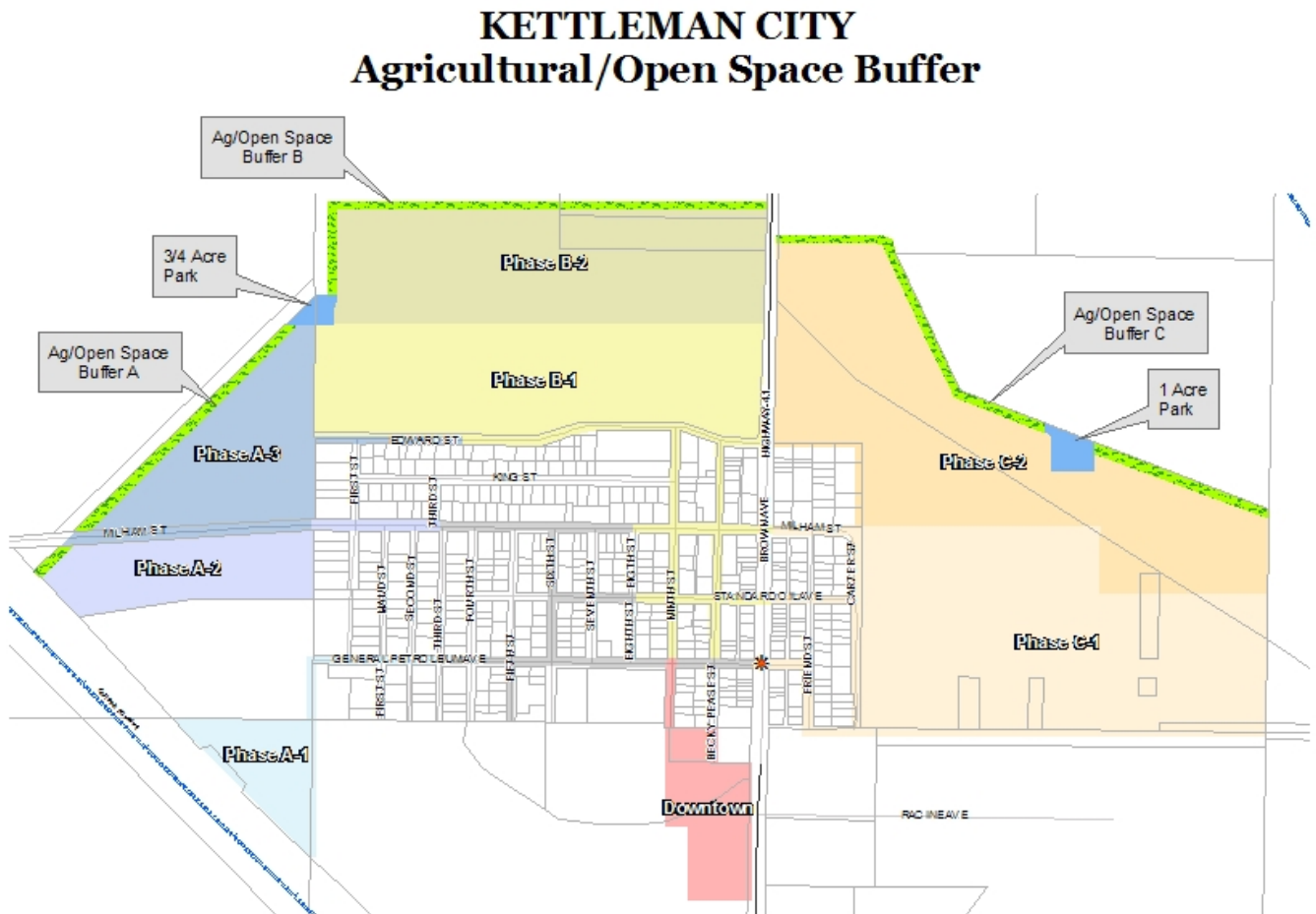
There are no existing open space buffers or tree belts in Kettleman City to provide a wind break to diffuse strong winds and reduce the amount of dust and other pollutants from being blown into the Kettleman City residential areas. Community residents have encouraged the use of natural barriers within Kettleman City to partially mitigate negative air impacts from surrounding agricultural and industrial operations. With a 100 foot Agricultural-Open Space Buffer, half the width can be used for a perimeter access roadway, while the other half can be used for a tree lined open space corridor. The open space corridor can have trees planted to provide a wind screen that may increase the protection of residents from harmful air pollutants and dust that can deteriorate the quality of life in Kettleman City. As an added benefit, these corridors may also serve as walking paths that lead to a community park. If at a point beyond the expected life of this Community Plan growth spills beyond this buffer, the open space corridor can still be maintained as an open space strip that residents could continue to use.



Some suggested tree species are provided below and more information can be found at [www.arboday.org](http://www.arboday.org).

- a. **Atlas Cedar** is a distinctive evergreen with silvery blue to bluish-green needles. Pyramidal in early stages, it grows wide with spreading branches. It grows to a height of around 40 feet. As an added benefit, the oil in the wood wards off certain insects.
- b. The **Arizona Cypress** tree is exceptionally tolerant of hot, dry conditions. This makes it an excellent tree for this climate zone. The tree is an excellent windbreak and is also widely used for soil erosion control. It grows to about 50 feet in height.
- c. The **American Holly** tree provides a well-formed and aesthetically pleasing hedge or barrier. The tree is also very adaptable in semi-shade locations, and can be planted beneath canopies of larger shade trees.
- d. **Eastern Redcedar** is a reddish wood type tree which gives off the scent of a cedar chest and the berries provide a whiff of the gin they once flavored. The tree's tolerance for heat, salt, a wide range of soils and other adverse conditions, makes it a good windbreak on the farm and in city landscapes as hedges and screens.
- e. **Leyland Cypress** is noted for its rapid growth and slender columnar shape, the Leyland Cypress tree has found wide popularity over a large range of the United States. It grows well in a wide variety of soil and climate conditions and makes an excellent windbreak as it provides a dense barrier with good color all year round.

Figure 3.1 Agricultural/Open Space buffer around Kettleman City



**KCCP OBJECTIVE 3A.2**

***Provide and maintain parks, open space and community gathering places in locations that are convenient to community members.***

**KCCP Policy 3A.2.1: Seek funding to revitalize the existing community park to enhance the community value and usefulness of this facility.**

The community park located in the residential area of Kettleman City has very limited functionality, and is mainly an open field with some trees and a restroom facility. The park lacks recreation equipment. One of the main objectives of the Kettleman City community is to revitalize this park into a more enjoyable place for the community, a place where people of all ages can socialize and enjoy recreational activities. Figures 3A.2 and 3A.3 show potential improvements that may be made to the existing park.

*Figure 3.2 View park improvements*



*Figure 3.3 View of possible gazebo*



**KCCP Policy 3A.2.2: Establish a community park improvement plan for the long term maintenance and upkeep of the community's park facilities.**

Community parks are an integral component to successfully developing compact residential development. It provides opportunities for integrated bike and pedestrian trail networks that help to create a more diverse circulation system, which is beneficial in communities where driving is uneconomical. The community expressed considerable desire for improved recreation facilities such as parks for adults, playgrounds for children and a community gathering place. Small towns need these outdoor places to gather for physical and social activities and should be supported to enhance the quality of life of community residents.

Efforts should be made to seek potential sponsors for the park improvements and may even include sponsorship or naming rights. The Kettleman City Community Services District has expressed difficulty in maintaining the increasing insurance cost that carries along with operating the park. Opportunities to assist the District in establishing a long term maintenance solution is key to long term survival of the existing central park.





**KCCP Policy 3A.2.3: Establish a half acre central plaza at the center of the Downtown Commercial Area to serve as a focal point for the community and open space area for community activities. The plaza should also be accessible to highway travelers.**

*A central open space area is needed to add positive character to the community and serve as common event area that will grab the attention of passersby along Highway 41.*

**KCCP Policy 3A.2.4: Require the use of compact growth trees in the central plaza to create an appealing aesthetic scale of trees that still allow highway visibility of downtown commercial buildings. New compact residential areas should also use compact growth trees along streetscapes.**

Compact growth trees that are suitable to the San Joaquin Valley environment will create open space and walking paths that have appropriately sized trees. These smaller trees will visually balance with the surrounding commercial and compact residential development. Maintaining visibility of the Downtown Commercial Area along with providing a pleasing streetscape and planted central plaza is critical to its marketability, and therefore compact growth trees should be required within this area. Some suggested compact tree species are provided below.

- a. **Desert Willow** (*Chilopsis linearis*) - This tree can grow to 18 to 30 feet tall and 10 to 20 feet wide. It produces fragrant flowers from spring to fall in various colors, such as purple, pink and white.
- b. **Flame Maple** (*Acer tartaricum ginnala 'Flame'*) - This tree gets 15 to 20 feet high with an equal spread and has fiery red foliage. Clusters of small, fragrant yellowish flowers bloom in early spring.
- c. **Smoke Tree** (*Cotinus coggygria*) - A small tree, about 12 to 15 feet in height and spread, but it can reach 25 feet. Leaves are purple and change color in the fall. It has unusual flowers that look like puffs of smoke.
- d. **Star Magnolia** (*Magnolia stellata*) – A deciduous tree that grows to 10 feet tall and 20 feet in spread. It has white flowers in early spring.

**KCCP Policy 3A.2.5: Require a Downtown Commercial Area assessment area or district to cover maintenance and upkeep of the central plaza.**

*Downtown commercial business will benefit from the plaza as it serves as advertising and draws customers into this commercial area. The assessment will ensure the long term maintenance and upkeep and prevent this open space from becoming an eyesore of the community.*

**KCCP Policy 3A.2.6: Require new residential development to establish an ongoing funding mechanism to support the long term maintenance of existing and new community park and open space areas.**

New development in the planned growth areas will be required to establish a funding mechanism to support the long term maintenance and upkeep of new community parks and open space. Possible options may include establishing an assessment district, County Service Area zone of benefit, or home owners association. Coordination in establishing this funding and maintenance function should involve the Kettleman City Community Services District and Kings County Public Works Department.



**B. COMMUNITY ACCESS TO OPEN SPACE**

**KCCP GOAL 3B Enhance community connectivity to encourage pedestrian outdoor use of open space and increase outdoor physical activity.**

**KCCP OBJECTIVE 3B.1**

***Establish pedestrian and bicycling connectivity routes that link residential, commercial, open space and recreational uses.***

**KCCP Policy 3B.1.1: Require walkable infrastructure such as sidewalks and bike paths to be included in all new growth areas and connect to existing developed areas.**

Kettleman City has limited walkability infrastructure. A series of trails and walking paths are planned to be included in future development. When these pedestrian paths are created, access to these trails should be available to all residents. The trails must be navigable, and easily accessible from all areas of Kettleman City. As residential development increases, more small parks must be included to evenly distribute open space throughout the community.

**C. COMMUNITY RECREATION**

**KCCP OBJECTIVE 3C.1**

***Provide opportunities for increased recreational activities within the community.***

**KCCP Policy 3C.1.1: Support community oriented projects from public, quasi-public and private efforts to establish youth and adult recreation opportunities in the community.**

The community has expressed great interest in providing more activities for youth and adults within the community, vocational training, after school programs and fitness activities. These efforts will require coordination of various educational or other community based interest groups and should be supported through the County's planning documents so as to not inhibit the establishment of such activities. Ideas presented by residents include art, dance, swim, and more organized youth and adult sports activities. About 150 residents are under the age of 18 and very few recreational sports activities exist within Kettleman City which forces them to travel outside the community.

**KCCP Policy 3C.1.2: New parks should incorporate amenities such as a basketball court, playground equipment, barbeques and picnic tables.**

Kettleman City residents have requested that recreational facilities be incorporated into community parks, such as a basketball court, playground, barbeques and picnic tables to provide more family oriented activities to residents.



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# CHAPTER ~ 4 ~

## COMMUNITY IDENTITY AND ECONOMY

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The Kettleman City community lacks a recognizable identity and town center which contributes to the lack of interest from highway travelers as they pass through the community along State Highway 41. Employment opportunities within the community are minimal and mostly highway commercial and light industrial uses have sought to establish themselves there. The community desires a stronger economic base and more community oriented businesses and job opportunities. Efforts should consider the use of gateways, streetscaping, and community signage to increase the aesthetic appeal of the community. This Chapter presents policy direction that aims to enhance Kettleman City's identity and economy used gateways, streetscaping, and community signage to increase the aesthetic appeal of their communities.

### A. COMMUNITY IDENTITY

**KCCP GOAL 4A Kettleman City establishes a unique and inspiring image and identity for the community.**

#### **KCCP OBJECTIVE 4A.1**

**A community logo is integrated into the Downtown Commercial Area and Residential Area of Kettleman City to create a positive community identity and increase awareness of highway travelers, residents and visitors of this community's existence.**

A community symbol and slogan are important tools that help establish an identity for a community. Through the community meetings, residents selected the Kettleman City Community logo located at the upper right heading of this chapter as an icon to better promote the community.

**KCCP Policy 4A.1.1: Display the Kettleman City "Vista to the Valley" logo that was designed through community meetings at key entrances to the Residential Area of the community along Highway 41.**

Community logo signs should be installed along key entrance points along State Highway 41 at the north and south ends of the residential area of the community and tie into the future Downtown Commercial Area. Coordination may need to involve the County Public Works Department, Caltrans, property owners and the Kettleman City Community Services District to ensure proper placement and maintenance.

**KCCP Policy 4A.1.2: Street signs and landscaping within the new Downtown Commercial Area should use street names and features that tie to the Kettleman City "Vista to the Valley" logo.**

Signage and landscaping are very important elements that give visitors a good first impression upon entering a town. New streets within the Downtown Commercial area should use common theme



names that are associated with the community log. Other features within this area should also use signage and landscaping that ties into the community logo to enhance the physical appearance and attractiveness of the community overall. Establishing this Downtown vision will increase civic pride and instill a greater sense of ownership among community residents.

**KCCP Policy 4A.1.3: Seek funding sources and install community entrance signs that display the Kettleman City “Vista to the Valley” logo that was designed through community meetings.**

Public and private funding sources should all be considered to bring this community vision to life. Water tanks should also be considered for possible placement of the community logo to further enhance the visible community identity.

**KCCP OBJECTIVE 4A.2**

**Develop an aesthetically pleasing new Downtown Commercial Area with a main street and central plaza that are all characteristic of a quality small town community with a strong sense of town ownership.**

**KCCP Policy 4A.2.1: A Downtown Development Guideline shall be adopted which establishes design criteria that aims to create an aesthetically pleasing downtown which increases the marketability of the new Downtown Commercial Area and serves to attract and retain business interests.**

As a new downtown area, Kettleman City has a unique opportunity to guide development from the start in creating an attractive town center that has the look and feel of a downtown with distinguishing design features. Design features should include elements such as store fronts, pedestrian street furniture, street lighting, trash receptacles, scaled signs, visual pedestrian amenities, tree line entryways, and landscaped parking lots. Adopting a Downtown Design Guideline will ensure that new development within this area is done in a coordinated manner that also enhances its appearance and marketability and creates a town center that the community desires.

*Figure 4.1 Downtown Example*



**KCCP Policy 4A.2.2: The Downtown Commercial Area plaza shall be designed in a manner that creates a pleasing community gathering place and allows the commercial mixed use buildings to remain visible to Highway 41 travelers.**

In creating an attractive new Downtown Commercial Area along the highway, the community will be able to capitalize on the number of highway travelers passing by and gain increased marketing exposure. A well designed plaza coupled with a distinctive downtown design will serve as visual enticement to draw visitors and increase retail commercial sales in the Downtown Commercial Area.

**KCCP Policy 4A.2.3: Consider establishing a Kettleman City Community Advisory Committee to review development proposals that require review under community design guidelines.**



The County should consider the creation of a community advisory committee to provide community based input on new development within the community that requires development or design review. As Kettleman City grows and attracts more businesses, it will be important to maintain community involvement in the development process. The establishment of a community advisory committee can serve to keep residents involved and informed, and provide a voice for the community in reviewing new development project proposals.

**KCCP OBJECTIVE 4A.3**

**Establish compact development neighborhoods that interconnect with the Downtown Commercial Area and open space areas to create a “Sense of Place” within the community.**

**KCCP Policy 4A.3.1: New residential development shall integrate pedestrian friendly environments to include features that are representative of small town communities, such as planting strips, trees, sidewalks and curb designs that serve to enhance the streetscape of neighborhoods.**

As new residential growth occurs, development improvements can be required to include the pedestrian oriented infrastructure necessary to create a walkable street design. These features will improve the overall community appearance since there are little to no streetscape amenities currently in existence. No residential streets in Kettleman City currently have trees within the public right-of-way. Lining the streets with trees provides shade for the area as well as establishes a barrier between vehicles and pedestrians. Trees also tend to have a calming effect on traffic, slowing down vehicles and providing a sense of enclosure.

**KCCP Policy 4A.3.2: New residential development standards shall be adopted into the zoning ordinance which details the type and scale of pedestrian amenities to be provided.**

Residential neighborhoods are key elements in the community’s network of pedestrian connectivity. Development standards should be developed for these areas as well as the downtown commercial area to present an attractive communitywide appearance.

**KCCP OBJECTIVE 4A.4**

**Beautify the community by removing the visual blight of household trash and other illegal dumping of municipal waste within the community and along its outskirts.**

Residents of the community have expressed concern over the amount of illegal dumping of trash along the perimeter of the community. Illegal disposal of waste in and around the community deteriorates the appearance of the community and is a key element to improving the community identity.

**KCCP Policy 4A.4.1: Consider establishing additional avenues to enforce fines for the illegal dumping of waste within the planning area of this Community Plan.**





Residents of the community desire to live within a clean community and are the most actively present group of people within the Kettleman City area. Residents are therefore the best resource for determining the sources of illegal dumping. They should be encouraged to notify the County, and the County should consider the possibility of modifying the structure of fines for illegal dumping to allow provision for a reward to those individuals that provide information that leads to the issuance of illegal dumping citation.

**KCCP Policy 4A.4.2: Waste receptacles should be located in all common open space, parks, and downtown pedestrian and plaza areas of the community.**

*Figure 4.2  
Waste receptacle*



Adding trash cans on major streets and in common areas throughout Kettleman City can reduce the presence of littering. Emphasis on the regular cleaning and maintenance of these trash receptacles is essential. Efforts to establish this service should be coordinated through the KCCSD and a funding mechanism for ongoing maintenance explored.

## **B. COMMUNITY ECONOMY**

The local economy is based primarily on highway commercial and some light industrial trucking and gas/oil operations. As a midway point along Interstate 5, the highway commercial serves as a major stopping point for food and gasoline. Kettleman City is also recognized for having the only In-N-Out Burger restaurant in the County, which is popular among drivers passing through. However, many local residents are employed with surrounding farming operations which leaves a majority of the community tied to the agricultural economy. Opportunities exist to enhance the diversity of the community's economy.

**KCCP GOAL 4B Enhance the economic viability of Kettleman City through an improved workforce, new business development and retention, and economic development strategy.**

### **KCCP OBJECTIVE 4B.1**

**Foster a trained community workforce that supports existing and anticipated future local businesses.**

Major employment industries in Kettleman City are currently based in agriculture and commercial services. However, the lack of non-agricultural jobs leads many young residents to move away from the community to find other employment opportunities. Due to limited transportation options, Kettleman City has a captive labor force that can perform tasks other than agriculturally based labor. In order to build upon this captive labor force, the community needs additional business investments along with workforce training opportunities to maintain long-term economic stability of the community. These efforts coupled with affordable housing can greatly enhance Kettleman City as a community with increased jobs/housing balance.

**KCCP Policy 4B.1.1: Support public/private partnerships to establish vocational training, workforce education and other employee development programs for community residents that are directed at building a local workforce to support existing and future local businesses.**



Many Kettleman City residents lack necessary transportation or family assistance to travel to out of area classrooms. West Hills courses are based in Lemoore, College of the Sequoias is in Hanford, Chapman University is at the Lemoore Naval Base, and other training institutes such as the San Joaquin Valley College are based in areas just as far. This leaves residents with little opportunity for adult education and training in Kettleman City. The County should diversify the Kettleman City economic base by creating job opportunities to accommodate the different skill and education levels of Kettleman City residents. Coordinated partnerships should seek to extend satellite classroom options in existing public or quasi-public facilities in the community. Efforts to improve the education and training of the community adult workforce are fully supported in this Community Plan and should not be inhibited by any associated County regulations.

**KCCP OBJECTIVE 4B.2**

**Kettleman City Downtown Commercial Area businesses are developed and retained, and provide economic diversification for the community.**

**KCCP Policy 4B.2.1: Adopt a Kettleman City Downtown Business Development Program that develops a strategy for the development and retention of new businesses in the new Downtown Commercial Area.**

A new downtown with commercial businesses that serve the residents of Kettleman City is highly desired by the community. The new Downtown Commercial Area has the potential to accommodate residents' needs while also presenting opportunities to increase the County's overall commercial tax base. Opportunities should be explored further to determine the best marketing approach and economic development avenues that should be implemented to ensure the highest possibility of targeted business development and retention. Ideas such as the inclusion of a mini discount outlet mall, and other small retail businesses and restaurants may lend themselves to quicker development of the Downtown Commercial Area. Increasing the potential for commercial development will enhance the overall investment in the community through the establishment of new businesses and in generating increased tax increment through the Redevelopment Area.

**KCCP Policy 4B.2.2: Kings Economic Development Corporation should promote Kettleman City as a prime location for commercial and industrial investment, and additional coordination should include the Jobs Training Office and other community based organizations to assist in business growth development.**

Kettleman City is located at one of the most strategic highway intersection sites in Kings County for business development and efforts are being made to facilitate commercial and industrial growth in this community. The Kings EDC is a key facilitator of new economic growth in the County and therefore should be involved in the marketing and business development efforts of Kettleman City. Kings EDC is also the main organization to connect businesses with available tax and employment benefits that may be available.

Economic development efforts should research the potential market and interest of retail shopping and outlet stores locating in Kettleman City. There appears to be considerable interest with employees of major employers near Kettleman City such as the Chemical Waste Management Facility, Avenal State Prison and other industries to have these types of retail shopping opportunities located in Kettleman City. The location of Kettleman would also be easily accessible to residents of Avenal





and outlying communities to provide retail shopping that is not currently located in this area. The closest outlet commercial businesses are in either Tulare or Atascadero, and area employees must travel at least half an hour or more to reach retail shopping centers.

**KCCP Policy 4B.2.3: Allow small business lots within the Downtown Commercial Area to develop as mixed use with businesses on the lower level and housing or offices on the second story.**

A new Downtown Mixed Use zone district will be established in Kettleman City and will indicate the type(s) of land uses that can be established on each floor. This will ensure uniform application of uses and maximum utilization of commercial and residential uses in a more compact space.

**KCCP Policy 4B.2.4: Encourage incentives for new commercial development within the Downtown Commercial Area to entice business investment in this area.**

The Kettleman City commercial and industrial planned areas are currently being considered as part of the new Enterprise Zone application. If approved, the location within this zone would allow for a 25% reduction in some County application fees. Whether this area is approved as part of the Enterprise Zone, the Downtown Commercial Area should still provide incentives to encourage development within this community desired location.

**KCCP Policy 4B.2.5: The Rural Commercial designated land within the Downtown Commercial Area should be reserved for a future supermarket to support the Kettleman City residents after sufficient population occurs with the development of the Phase C growth area.**

An estimated 8,000 to 10,000 residents are needed in Kettleman City to support a 30,000 square foot supermarket in the Downtown Commercial Area. As the community grows, sufficient land should remain set aside to accommodate this much needed and desired business.

**KCCP Policy 4B.2.6: The Redevelopment Agency should consider all possible options available to secure land and fund infrastructure improvements in the Downtown Commercial Area to prepare this new commercial area for development.**

Land within the Downtown Commercial Area is owned by two public entities and one private corporation. Although development and utilization of this area should initially be coordination through the property owners, the Redevelopment Agency should be considered as a possible authority to secure land for development and make necessary improvements.

**KCCP Policy 4B.2.7: Public and private grants should be sought to assist business growth and development within the community.**

Community Development Block Grants, Economic Development Grants, and other grant opportunities should be evaluated to provide assistance to businesses looking to establish themselves in Kettleman City. Private economic development grants from companies like PG&E are available to assist qualified start-up businesses and communities. Applicants may apply for up to \$10,000 annually, and grants are awarded to communities that need both Economic Development and



Community Development for business attraction. The U.S. Small Business Administration's Fresno Office may also support businesses through the Federal Government Small Business Administrative loan program that guarantees up to \$1,000,000.



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# CHAPTER ~ 5 ~

## COMMUNITY SERVICES

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Kettleman City currently exists in a state of limited communitywide services. A new community center was created and stands as centerpiece for the community. However, other infrastructure and services are desperately lacking throughout the community. The existing water capacity and quality are insufficient and unhealthy and can not be relied upon for new growth within the community. The community also lacks other basic infrastructure throughout that detracts from the residents ability to maintain a quality of life. Infrastructure such as curbs, gutters, sidewalks and storm water drainage are either very limited or simply non existent.

### **A. COMMUNITY WATER**

**KCCP GOAL 5A Kettleman City strives to achieve a quality water system that sustains a healthy living environment.**

#### **KCCP OBJECTIVE 5A.1**

**Establish a sustainable quality potable water source for the community with sufficient quantity to achieve build out of the Community's planned growth.**

**KCCP Policy 5A.1.1: The Kettleman City Community Services District (KCCSD) should utilize the adjacent California Aqueduct as a water conveyance system and continue to search for new water supplies for existing and new residential and commercial development within the community.**

Water supply, despite proximity to the California Aqueduct, is extremely limited. However, Kettleman City has recently acquired funds for a water treatment facility and as of 2007, Kings County has assigned water credits of up to 900 acre feet per year that may be used by Kettleman City. A quality water source is critical to the development of any new growth within Kettleman City. The Kettleman City Community Services District (KCCSD) currently supplies water to the community through two active wells, which have intermittent levels of benzene contaminants. In order to provide a reliable water source of high quality, KCCSD should rely upon secured water sources for future residential and commercial development. With the addition of funding from Kings County for a water treatment facility and distribution infrastructure, the major barrier to development (water availability) will eventually be removed

*Figure 5.1 California Aqueduct*



upon

**KCCP Policy 5A.1.2: Additional grant funds should be sought to combine with other funding sources that are being brought together to develop a new water treatment facility.**



A new water treatment facility is currently being planned and estimated to support services to 2,632 consumers, which could equate to 2,409 household units and up to 223 commercial and industrial users (at approximately 3,596 gallons per minute or 2,120-acre feet per year (see Table 5A.1). Funding is still needed to complete the project. Therefore efforts should be made to secure funding from the County, United States Department of Agriculture Rural Development program, and other agencies to facilitate construction of the water treatment facility expansion and improvements. Use of a bond measure can also be leveraged against future tax increment revenues and service hook-up charges build the necessary infrastructure or water supplies to service the community now and far into the future.

*Table 5.1 Water treatment plant data*

Water Treatment Plant data

Phases	Population	HH units	Increase over base	Gallons/minute	Total consumers served	Residential consumers	% of Total consumers served	Commercial consumers	% of Total consumers served	Industrial consumers	% of Total consumers served
<b>Present</b>	<b>1,499</b>	<b>320</b>	<b>0%</b>	<b>500</b>	<b>366</b>	<b>335</b>	91.5%	<b>25</b>	6.8%	<b>6</b>	1.6%
<b>A</b>	<b>3,726</b>	<b>995</b>	<b>211%</b>	<b>1,555</b>	<b>1,138</b>	<b>1,042</b>	91.5%	<b>78</b>	6.8%	<b>19</b>	1.6%
<b>B</b>	<b>6,412</b>	<b>1,809</b>	<b>465%</b>	<b>2,827</b>	<b>2,069</b>	<b>1,894</b>	91.5%	<b>141</b>	6.8%	<b>34</b>	1.6%
<b>C</b>	<b>9,841</b>	<b>2,868</b>	<b>796%</b>	<b>4,481</b>	<b>3,280</b>	<b>3,002</b>	91.5%	<b>224</b>	6.8%	<b>54</b>	1.6%

Acre feet needed per year at Phase C:	2,116
Baseline:	315

Note: These projections assume that current residential, commercial, and industrial consumers will continue to use their existing share of water. Phases A through C are based on a projected household unit size of 3.3, while presently it is 4.68.

Existing KCCSD water usage is approximately 315 acre feet per year. In order to reach the goal of an eventual population of approximately 10,000 persons with a total of 2,767 consumers served, 2,116 acre feet of water per year will be needed. Kettleman City will need a water treatment plant capable of processing up to 3,358 gallons per minute, but more State water credits will need to be purchased by developers in order to meet the demands of further development beyond what will initially be provided by the County. The Water Treatment facility should also be designed to accommodate additional capacity or allow add-on facilities to cover the additional capacity.

**B. COMMUNITY STORM WATER**

**KCCP GOAL 5B Kettleman City establishes a communitywide storm drainage system that removes standing pools of water along roadways, and drains runoff into a diverse number of receiving facilities.**



**KCCP OBJECTIVE 5B.1**

**Establish a diverse series of site hydrologic functions to receive and detain storm water runoff.**

**KCCP Policy 5B.1.1: Require new development to integrate onsite stormwater drainage features to increase the stormwater detention throughout the community.**

Use of small onsite stormwater management techniques can greatly reduce the concentration of stormwater drainage throughout the community. New development should integrate features such as small catch basins and landscaped depression basins to disperse water detention throughout the community.

**KCCP Policy 5B.1.2: Integrate stormwater detention basins into the design of parks, parkways, medians, and other open space areas to serve as dual purpose facilities.**

Areas of common use and parts of the new streetscape can all be used to as part of a stormwater management system. Open space and parks should integrate tiered elevation area depressions to serve as stormwater detention basins throughout the community for periods of high rainfall. The streetscape improvements should also integrate small catch basins and landscaped depressions to add to a diverse system of stormwater detention.

**C. COMMUNITY INFRASTRUCTURE**

**KCCP GOAL 5C Kettleman City community services are supported by a sound and dependable infrastructure system.**

**KCCP OBJECTIVE 5C.1**

**Key infrastructure improvements to essential community services such as water, sewer and storm drainage connection lines and stations are made throughout the community.**

**KCCP Policy 5C.1.1: The Redevelopment Area tax increment funds set aside for community use should be devoted to first improving the water quality issue, then the communitywide infrastructure for water and sewer, community storm drainage, and other community enhancing investments determined essential to the long term sustainability of the entire community.**

Existing infrastructure is currently insufficient to service all existing and proposed commercial and residential development in Kettleman City. To sustain a long term viable community, essential services must first be invested in to build a reliable base level of services from which residential and commercial development interests can count on.

The Kettleman City Redevelopment Area was established to eliminate economic and physical blight within the community redevelopment area. California state law gives redevelopment agencies two powers to accomplish this task, property tax increment financing (TIF) and property management powers (i.e. the power to use eminent domain or develop and operate properties). TIF is a financing



tool used to attract development or redevelop areas that are currently not benefiting from private-sector investment. Attracting development is done by leveraging increased tax revenue to pay for the construction of public infrastructure improvements within a Redevelopment Area. These improvements and infrastructure, in turn, attract additional private investment which then adds revenue back into the TIF fund.

**KCCP Policy 5C.1.2: Sidewalks, curbs, and gutters shall be required on all development and must integrate with a storm drainage system that is either onsite or through a community system that can be connected to. All development shall be consistent with the Kings County Public Works improvement standards for sidewalk, curb, gutter, and storm drainage.**

There is limited infrastructure such as sidewalks, curbs/gutters or surface drainage system within the community which hinders the community from attaining pedestrian walkability. New development should invest in the community to build a sustainable infrastructure.

**KCCP Policy 5C.1.3: A Community Infrastructure Master Plan should be developed to ensure that the entire community can be effectively served and that financing mechanisms are outlined to demonstrate adequate financing can support the infrastructure improvements.**

Small communities that are served by special districts often have difficulty coordinating necessary services to a growing population and built environment that is typically under the land use authority of a County. Kettleman City has the potential for considerable growth if certain KCCSD services become adequately made available. Provision of these services and the projected growth as outlined in this Community Plan should be coordinated through a community infrastructure master plan to determine how future growth and services can be accommodated.





# CHAPTER ~ 6 ~

## COMMUNITY CIRCULATION AND TRANSPORTATION



The traffic and pedestrian circulation within the community is of critical concern to the community. The community faces substantial challenges with the residential area split by State Highway 41 and other traffic generated from this community being located at a key interchange along Interstate 5. The community also lacks essential street and pedestrian infrastructure which contributes significantly to the deteriorated circulation network. This chapter seeks to improve circulation and transportation options and increase safe efficient mobility throughout the community.

### A. COMMUNITY CIRCULATION

**KCCP GOAL 6A The Kettleman City circulation system adequately serves a diverse transportation system that accommodates pedestrians, bicycling, public transit, and motorists.**

#### KCCP OBJECTIVE 6A.1

**Establish a community oriented street design and grid layout system that enhances circulation of the existing commercial and residential areas, and areas of future growth.**

**KCCP Policy 6A.1.1: Adopt Community Street & Parking Design Standards into the Zoning Ordinance that incorporate Street Type features as described in Table 6A.1 of the Kettleman City Community Plan.**

Street Type	Standards
<b>Existing Collector Street</b> (Collector 1)	Per Kings County improvement Standards
<b>Community Collector</b> (Collector 2) Commercial/Mixed Use areas only	Two travel lanes (12 ft./ea.), parallel parking (9 ft./ea.), and pedestrian . Total width requirement is 60 ft.
<b>Existing Local Street</b> (Local Street 1)	Per Kings County improvement Standards
<b>Community Local Street</b> (Local Street 2)	Per Kings County improvement Standards
<b>Community Downtown</b> (Downtown)	Two travel lanes (12 ft./ea.), parallel parking (9 ft./ea.), and pedestrian walkway (9 ft.) Total width requirement is 60 ft.
<b>Mixed Use</b> (Mixed Use along Beck Pease and Friend St.)	Two travel lanes (11 ft. ea. west portion of Becky Pease and Friend St), diagonal parking (18 ft. east portion of Becky Pease and Friend St), landscaping (2 ft./ea.) and pedestrian walkway (8 ft./ea.) Total width requirement is 60 ft.
<b>Community Entryway</b> (Mixed Use along Brown Ave./Highway 41))	Four travel lanes (12 ft./ea.), center planted median (20 ft.), planting strip (4 ft./ea.), and pedestrian walkway (12 ft./ea). Total width requirement is 100 ft.
<b>Community Parkway</b> (Parkway)	Per Kings County Improvement Standards



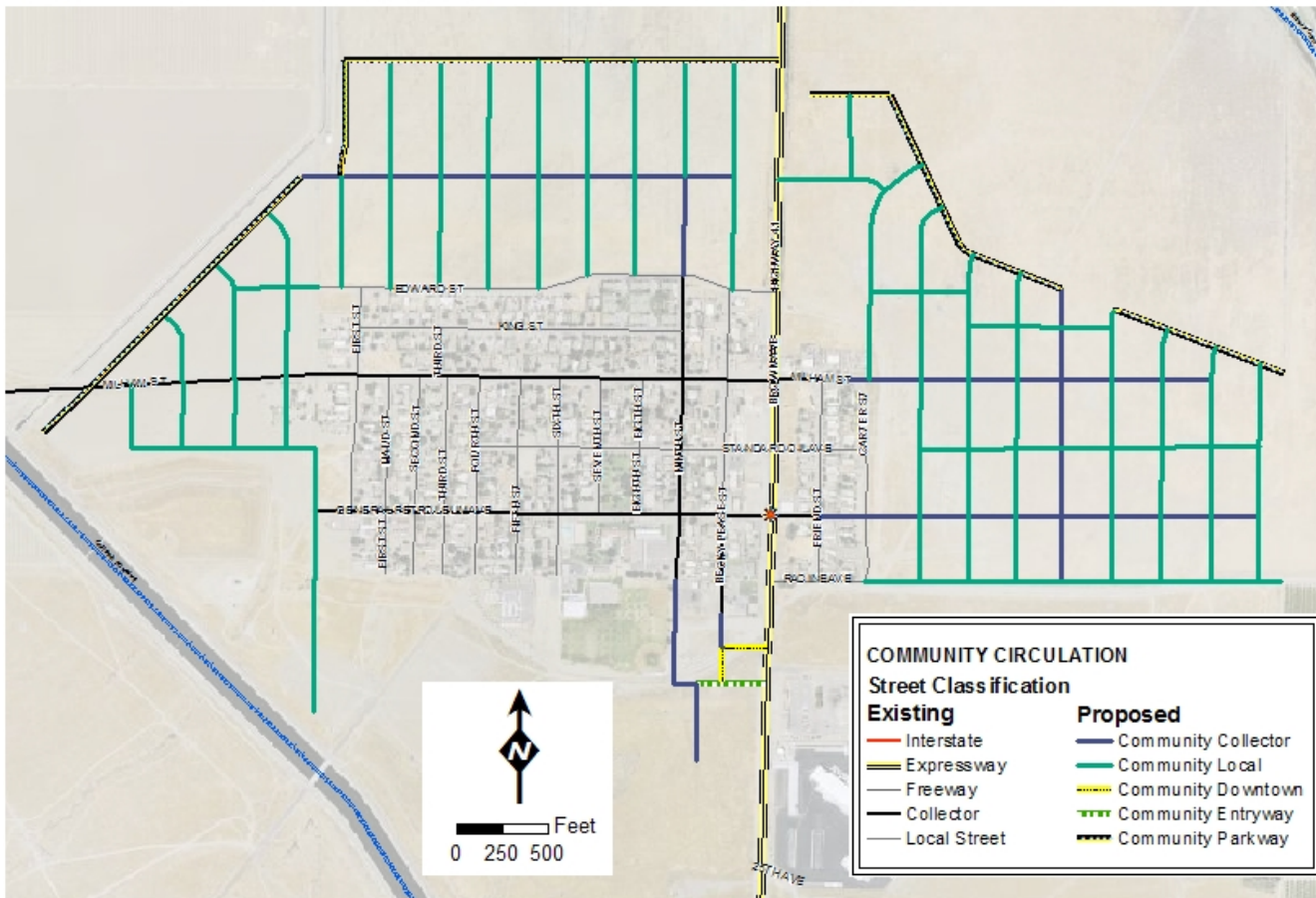
Street design requirements are essential to guiding new development circulation improvements in a manner that is consistent with the desired community envisioned in this plan. Street types are defined for the Kettleman City Community Plan to establish a diverse transportation system.

**KCCP Policy 6A.1.2: Establish a grid street pattern for new growth areas to enhance traffic flow through the entire community and channel traffic to key intersections along Highway 41.**

A street grid circulation system is proposed to provide an efficient traffic flow pattern throughout the community. Access along Highway 41 will be limited to four key intersections along the east side and seven along the west side. Traffic entering Highway 41 should be directed to General Petroleum Avenue and Milham Street to generate traffic volumes at these key intersections that will warrant necessary improvements from Caltrans.

Figure 6.1 Kettleman City street grid

**KETTLEMAN CITY  
Community Circulation**



**KCCP OBJECTIVE 6A.2**

**Enhance pedestrian and bicycle access and safety through the use of Traffic Calming Street Design Measures.**

The residential area of Kettleman City has little to no pedestrian infrastructure to instill a sense of safety for residents walking or bicycling within the community. Existing roadways are open with pavement meeting dirt shoulders, leaving no separation between pedestrians and traveling vehicles. Unrestrained traffic speeds erode a community’s quiet, small town residential neighborhood feel, and contributes to the decline of resident quality of life. Without pedestrian street features, residents often feel uncomfortable using streets.

**KCCP Policy 6A.2.1: Adopt traffic calming street design standards into the County’s Development Improvement Standards to make available “Pedestrian Friendly” street design alternatives along community streets.**

Traffic calming street design standards do not currently exist within the County’s Development Improvement Standards and are therefore not currently available for consideration in new development proposals. The standards should be amended to include traffic calming improvements such as those identified in Figure 6A.2.

**KCCP Policy 6A.2.2: Seek “Safe Routes to School” funding to implement traffic calming features at key intersections that Elementary School children use during the school year to reduce traffic speeds and increase safety.**

The County should engage in coordinated efforts with Caltrans, Kettleman City stakeholders, and interested community based organizations to seek funding such as “Safe Routes to School” to further the progress in making improvements along Highway crossings. Community residents have identified this as a critical need in the community.

**KCCP Policy 6A.2.3: Integrate traffic calming street designs into the construction of new community streets where feasible. to maximize traffic circulation and promote speed reduction in residential areas, commercial areas, and along parkways.**

Traffic calming measures such as bulb-outs, on-street angled parking, street medians, textured crosswalks, and street trees should be integrated into the community’s circulation system to enhance the small town community feel and safety for pedestrians and bicyclists. In particular, areas with excessive or unsafe vehicular speeds should be targeted. With a narrower, more constrained roadway, motorists tend to drive slower.







*Figure 6.2 Traffic calming measures adapted from Federal Highway Administration*

Traffic Calming Measure	Description	Image
<p><b>Bike lanes</b></p>	<p>A portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.</p>	
<p><b>Bulb-outs/neckdowns</b></p>	<p>Curb extensions at intersections or mid-block that reduce curb-to-curb roadway travel lane widths, thus making it easier for pedestrians to cross the street.</p>	
<p><b>Center median</b></p>	<p>Raised islands located along the centerline of a roadway that narrow the width at that location.</p>	
<p><b>Chicanes/lateral shifts</b></p>	<p>Curb extensions that alternate from one side of the roadway to the other, forming s-shaped curves.</p>	
<p><b>Diverter</b></p>	<p>Barriers placed diagonally across an intersection, blocking certain movements.</p>	





<p><b>On-street parking</b></p>	<p>Parking, either angled or parallel, that is located within the street right-of-way helps to reduce extra roadway space and encourages motorists to drive at slower speeds.</p>	
<p><b>Roundabouts/traffic circles</b></p>	<p>Barriers placed in the middle of an intersection, directing all traffic in the same direction.</p>	
<p><b>Speed humps</b></p>	<p>Rounded raised pavement devices placed across roadways to slow and/or discourage traffic.</p>	
<p><b>Speed tables/textured crosswalks</b></p>	<p>Flat-topped speed humps often constructed with a brick or other textured material to slow traffic.</p>	
<p><b>Street trees</b></p>	<p>Trees planted in a center median or between the sidewalk and travel lanes that create a physical barrier between motorists and pedestrians.</p>	



**KCCP OBJECTIVE 6A.3**

**Provide maximum connectivity for motorists, pedestrians and bicyclists throughout the planning area.**

**KCCP Policy 6A.3.1: Enhance multi-modal street connectivity to increase resident accessibility throughout the community and to the Downtown Commercial Area.**

A grid street pattern is proposed for all new growth areas to increase connectivity. Connectivity between the Downtown Commercial Area and Residential Area will be facilitated by north/south roadways that are extended from Becky Pease Street and Ninth Street. This will allow residents to travel from their homes to stores and back without having to enter and exit Highway 41. Roadways designed to accommodate pedestrians will allow residents to walk, bicycle or drive to the Downtown Commercial Area.

**KCCP Policy 6A.3.2: Establish Multi-use Bicycle/pedestrian pathways in new growth areas unless non-motorized uses are prohibited or there is no identifiable need now and in the future.**

Kettleman City does not have bike lanes or pedestrian pathways. Sidewalks provide a safe pathway that is separated from the roadway and can be used for both pedestrians and bicyclist. A lack of sidewalks presents an obstacle to safe non-motorized travel on community streets. Residential and Commercial street design types planned to accommodate sidewalks in new growth areas and in existing areas where feasible. Increasing the number of sidewalks will enhance multi-use pathways that can provide pedestrians and bicyclists with a broader scope of travel options. With increased accessibility and safe separation from motorists, walking and bicycling are likely to become more appealing to community residents. Increasing the separation between bicycles and pedestrians from automobile traffic, reduces the likelihood of collisions between pedestrians/bicyclists and motorists.

**KCCP Policy 6A.3.3: Plan for a Multi-use Bicycle/pedestrian pathway extending from Ninth Street to the Highway Commercial Area.**

Currently, there is no permanent bike/pedestrian path between the residential community and the highway commercial area. However, residents currently use a remote route through the fields to the southwest, over a bridge across the aqueduct, and through the Chevron utility area in order to reach the Highway Commercial Area. A proposed bicycle/pedestrian path should extend south from Ninth Street to the California Aqueduct, and veer eastward to run parallel with the highway on into the Highway Commercial Area. The County and County Redevelopment Agency should work with Caltrans to consider the integration of a pedestrian bridge across the California Aqueduct when planning for the widening of the Highway 41 bridge. The bicycle/pedestrian bridge would provide more direct access for resident employees to travel to the Highway commercial area. An easement should be procured from the property owner in order to secure rights to build and use a bicycle/pedestrian pathway.

*Figure 6.3 Proposed pathway*





**KCCP OBJECTIVE 6A.4**

**Establish truck & trailer vehicle overnight parking areas and designate specific truck routes within the community.**

**KCCP Policy 6A.4.1: The Highway Commercial Area shall have designated truck parking and allow unlimited truck access. The Downtown Commercial Area shall have truck access restricted to the “Entryway” street and allow temporary parking behind commercial businesses. The Residential Area shall have no truck parking or truck routes, with access restricted except for when making quick delivery of merchandise or other goods.**

Kettleman City residents have expressed a growing concern over the number of diesel trucks being parked overnight along local roads. In Kettleman City, trucks park in various areas throughout the community, which creates aesthetic problems and may also result in roadway blockages and reduced parking options for other motorists. Designated truck routes and parking areas should be established to ensure adequate pavement depth, lane widths, and turn radii. Upon establishment of these designated areas, trucks should then be prohibited from non-truck routes except for when making deliveries within the community. Diesel trucks can be disruptive to residents and therefore designated overnight parking would serve to remove them from residential neighborhoods.

Figure 6.4 Proposed truck parking sites in the Highway Commercial Area



Two areas were identified in the Highway Commercial Area as possible truck parking opportunities. The first site is located at the west end of Bernard St. and has a high degree of visibility from Highway 41 and Interstate 5. The second site is located at the end of Cyril Place.



**B. COMMERCIAL CIRCULATION**

The new Downtown Commercial Area does not currently exist and the community has a unique opportunity to define the look and feel of how this area’s circulation should develop.

**KCCP GOAL 6B Create a new Downtown Commercial Area with a circulation system that has a look and feel of traditional historic downtown streetscapes.**

**KCCP OBJECTIVE 6B.1**

**Establish a new Downtown Commercial Area with a downtown circulation system that integrates traditional downtown “Pedestrian Friendly” design while also accommodating other transportation modes.**

**KCCP Policy 6B.1.1: The Downtown Commercial Area shall integrate a “Community Entryway” street along the south end of the central plaza, and “Community Downtown” streets along the west and north edges of the plaza.**

The proposed streets are defined in Table 6A.1. A Community Entryway street with four lanes and two-way traffic should serve as the main entry way to the Downtown Commercial Area. This street may also be used as the main entrance route for trucks when making deliveries to commercial businesses. The Community Downtown street along the west end of the plaza should be two-way traffic heading north and south with diagonal parking along both sides. The Community Downtown street along the north end of the plaza shall be one-way heading east to connect with the Highway. Diagonal parking should be integrated along both sides.

*Figure 6.5 Conceptual Downtown With angled parking*



**KCCP Policy 6B.1.2: Amend the Zoning Ordinance to allow shared parking for mixed use businesses where parking demands do not overlap.**

Businesses should provide adequate parking along the Community Downtown streets and behind the mixed use buildings. Parking standards should be eased when proposed commercial uses are planned for mixed use buildings can demonstrate that times of business operation do not overlap.

**KCCP Policy 6B.1.3: New commercial development shall install bicycle parking into the site and/or building design.**

Many frequently used destinations, such as stores and public facilities, have limited bicycle parking. Downtown commercial and public facility uses shall be required to provide bicycle parking facilities provide safe bicycle locking areas and encourage alternative transportation modes.

*Figure 6.6 Bike rack*



**C. RESIDENTIAL CIRCULATION**

The existing residential is designed with a grid street pattern. However, infrastructure improvements such as sidewalks, curb and gutter, and planting strips are non-existence. Street design standards are necessary to create the type of streets that integrate street features in creating a neighborhood.

**KCCP GOAL 6C Build streets that create a neighborhood feel within the Residential Area of the community.**

**KCCP OBJECTIVE 6C.1**

**Implement residential streets and infrastructure that provide the necessary improvements and settings for the community desired neighborhood streetscape and safety.**

Kettleman City residents desire slower traffic and safer streets. Many community residents have expressed concern over the exceedingly fast speeds that motorists travel within the residential area. Existing streets have few improvements and create environments that are conducive to fast driving while at the same time detrimental to safe pedestrian and bicyclist usage.

**KCCP Policy 6C.1.1: New residential development within the Residential Phased Growth Areas shall be developed according to the Community Street Design Standards.**

The residential area is planned to contain “Community Collector” and “Community Local” street types. Community Collectors serve as the residential area’s main connecting access roadways, while the Community Local streets connect all adjoining areas. The two main collectors (Milham Street and General Petroleum Avenue) will be extended to serve as main connectors with the Highway.

**KCCP Policy 6A.1.2: Enhance pedestrian infrastructure by requiring sidewalks, tree lined streets, and traffic calming crossings to balance both car and people use the neighborhood streets.**

New residential streets will be required to include sidewalks and planting strips to promote walkable neighborhoods and separation from the roadway. Traffic calming measures should also be used along intersections and possibly midway along residential neighborhood blocks.

**KCCP Policy 6C.1.3: Community street design shall integrate short street frontage for buildings.**

New residential growth areas are planned as compact residential neighborhoods which will require the buildings to utilize more of the lot square footage. Sidewalks and planting strips will provide 4.5 to 5 feet of public right of way frontage which should be considered as part of the frontage requirements for new residential construction. Additional frontage will be required, however, the zoning ordinance should be amended to allow shorter street side frontage for compact residential development areas.



**KCCP Policy 6C.1.4: Infill residential development shall make street improvements that are compatible with adjacent existing development and tie into adjacent streets.**

Kettleman City has dilapidated roadway paving conditions and faded roadway striping which increases the residents' exposure to dangerous traffic conditions. Poor roadway conditions make driving and bicycling difficult. Repaving and re-striping roadways creates a relatively simple improvement to enhance existing conditions. The community also has limited curb and gutter infrastructure. Winter months pose additional safety concerns where streets without curbs and gutters have no diversion of standing water on streets, which leads to flooding. These conditions can make walking, driving, and bicycling on these streets unsafe, if not impossible at times. As new development and redevelopment occurs in Kettleman City, new development will be required to provide partial infrastructure improvement along certain segments of existing streets.

Infill residential development should integrate street improvements according to the "Existing Collector" or "Existing Local" street classifications. These improvements should tie into other adjacent streets and leverage new construction to begin implementing necessary street improvements in existing neighborhoods.

**D. HIGHWAY CIRCULATION**

**KCCP GOAL 6D Facilitate managed Highway traffic flows and improved safety for motorists and pedestrians.**

**KCCP OBJECTIVE 6D.1**

**Enhance the Highway 41 corridor to allow safe and efficient traffic flows while also providing neighborhood street accessibility and accommodating the Community's need for heightened pedestrian safety at key highway crossings.**

**KCCP Policy 6D.1.1: Pursue design alternatives with Caltrans for the State Highway 41 right of way at the General Petroleum Avenue/State Highway 41 intersection within the Residential Area to increase safety for Elementary School children and other pedestrians crossing the highway.**

Caltrans has indicated that there is no sufficient population or commercial activity to warrant any major intersection changes. However, all possible design feature options should be explored to determine what alternatives are possibly acceptable to Caltrans. Some options that may work include a more visible marked crossing, a solar panel flashing pedestrian crossing light, or ridged roadway surface, all of which are currently used by Caltrans to increase travel safety in other regions. These possible options would act to bring more driver attention to this community and serve to slow them down while not restricting the flow of traffic. The aim is to increase safety for pedestrians crossing the highway, and for residents entering and exiting the community.

**KCCP Policy 6D.1.2: Work with Caltrans to improve State Highway 41 connections to local streets, through improvements to through streets, traffic signs, and other community safety features.**





State Highway 41 cuts directly through the Kettleman City Community and can positively or negatively affect the community. On one hand, the residential streets provide direct connection to the Highway and increases direct access. On the other hand, travel speeds and unsafe maneuvering around turning vehicles pose significant safety issues to residents crossing the Highway on foot or turning into the residential area by car.

**KCCP Policy 6D.1.3: Pursue signalization of the intersection at General Petroleum Avenue and Highway 41 once Planned Growth Phase C is ready to develop.**

Pedestrian and vehicle traffic levels will have substantially increased after Growth Phase Areas A and B have developed, and with the onset of pending growth occurring in Phase C the justification for a signalized intersection may be warranted.

**E. TRANSPORTATION**

**KCCP GOAL 6E Increase public transportation accessibility for residents and workers within the Community.**

**KCCP OBJECTIVE 6E.1 Enhance residents' accessibility to public transportation options.**

**KCCP Policy 6E.1.1: The Kings Area Rapid Transit (KART) routes should be reviewed and coordinated to better accommodate the mass transit needs of Kettleman City residents.**

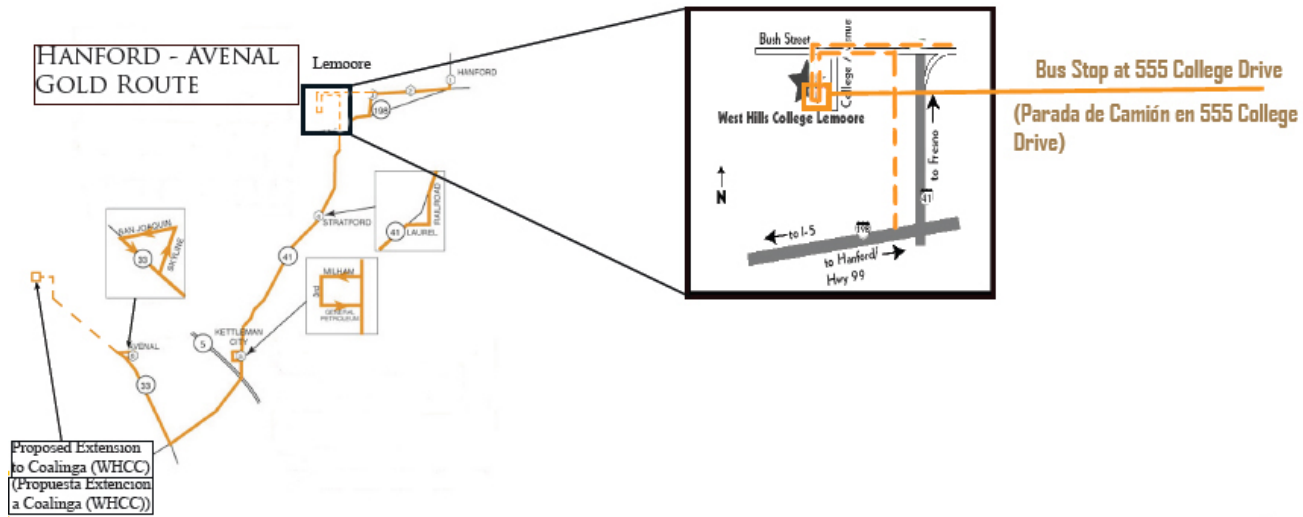
The existing Kings Area Rapid Transit (KART) system is an affordable method of travel for many Kettleman City residents. KART fares are currently \$1.50 for each ride. The KART system, however, has many aspects that presently provide little convenience to residents. For example, the bus arrives in Hanford 5 minutes after the bus leaves Hanford headed for Visalia. There is service to Hanford on the Hanford-Avenal route, with buses leaving for Hanford at 8:10am, 1:10pm, and 2:25pm. As the population of Kettleman City continues to grow, KART services should be re-evaluated to determine whether there are increased unmet public transportation needs within the community. KART routes should provide access to higher education facilities, areas of employment and other critical services.

Use of this public transportation system for work or school related bus ridership is not practical. Possible changes to the KART bus system should be considered to better County residents in outlying areas such as Kettleman City. Adjustment of the northbound pick up times and routes could increase ridership and reliability on this system, and allow residents to transfer buses for alternate destinations in a timelier manner. By timing transfers better and adjusting the route to have a stop at West Hills Community College, Kettleman City residents will have expanded opportunities to commute to work or class without having to drive their own vehicle.

According to Kettleman City resident responses to a community survey, many of the respondents currently drive by themselves to and from work/school every day. About half of the respondents indicated that if more convenient KART services were available, they might use them. A number of people who indicated that they do not work indicated that their use of the bus is mostly done for pharmacy/medical or shopping purposes.



*Figure 6.7 Recommended KART bus route modification*



**KCCP Policy 6E.1.2:** Seek to install a permanent shelter at the current bus stop located at the corner of General Petroleum and Becky Pease Street or within the new Downtown Commercial Area Plaza.

The existing bus stop at General Petroleum Avenue and Becky Pease Street should include a bus shelter to increase resident convenience and draw towards using this bus service. As new development takes form in the planned Downtown Commercial Area, a more permanent bus shelter should be integrated into the pedestrian streetscape along the western edge of the planned central plaza.

**KCCP Policy 6E.1.3:** The AITS Program and other car or van pooling programs should be promoted within the community to encourage Kettleman City residents participation in these programs.

The AITS program provides vanpool transportation opportunities to those employees working in the agricultural commercial operations. Other van-pool and car-pool programs exist as well, and these programs should be promoted within the Kettleman City Community to increase resident awareness of these programs. Efforts should be made to assist the community in better utilizing these transportation alternatives.





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# CHAPTER ~ 7 ~

## COMMUNITY HEALTH & SAFETY

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The residents of Kettleman City voiced their concerns over safety issues they experience in living within the community. Overwhelmingly, there exists a desire of residents to have a stronger law enforcement presence to make the community a safer place to live, reduce gang and drug related activity, reduce and control the number of stray animals roaming the streets, and to increase bicycle and pedestrian safety along community streets and especially along Highway 41.

### **A. LAW ENFORCEMENT**

**KCCP GOAL 7A Provide a safe and healthy small town community environment in which residents can peacefully live, work, and play.**

There is currently a Sheriff's substation located in Kettleman City and deputy sheriffs assigned to this substation work 12-hour days and cover a wider area beyond the community. They are assigned to cover Kettleman City as well as the area south to the Kern County line and along Interstate 5. They also serve as back up to the City of Avenal which contracts with the County Sheriff's Department for law enforcement services. There is currently 24-hour coverage, but due to the wide area allocated to the sheriff, law enforcement is not present enough in Kettleman City to provide the community desired level of service. The community has expressed a concern and need for increased sheriff presence in Kettleman City due to constant suspicious activity known throughout the community. Marked vehicles and sheriff presence will help to deter suspicious activity, including narcotics distribution and gang activity, two of Kettleman City's greatest concerns. Enhanced community safety is essential to long term success of commercial business investment and attraction of more middle-income residents that ultimately support the community's vision for its future.

#### **KCCP OBJECTIVE 7A.1**

**Provide sufficient law enforcement to protect residents from personal and property crimes.**

**KCCP Policy 7A.1.1: Promote community safety by providing sufficient sheriff patrol coverage to provide 20 minute or faster response time to priority emergency calls.**

Sheriff units are assigned wide areas of coverage and the substation in Kettleman City is rarely used, both of which give residents the impression that Sheriff Deputies are not readily available to the community. By ensuring a consistent and reasonable response time, residents are afforded more reassurance in the adequacy of their community's law enforcement coverage.



**KCCP Policy 7A.1.2: New development should be evaluated for the extent of impact it may have in relation to the adequacy of the Sheriff's Department to provide adequate patrols necessary to cover the additional population.**

An evaluation of Sheriff coverage in relation the community's growing population is necessary to determine the need and justification for additional Sheriff service. Additional Deputies may be needed as growth occurs and the County should consider the hiring of additional Deputies to cover this potential future deficit. On average, other rural communities in the State aim to have one on-duty peace officer per every 1,000 residents in the county. Given this factor, Kettleman City should have 1.5 Deputies on duty to serve the existing community. Future build out may require a substantial increase in Deputy coverage if the community is able to grow to 10,000 residents.

**KCCP Policy 7A.1.3: The Sheriff's Department should encourage Deputies assigned to Kettleman City to participate in the community's functions, and actively promote safety by implementing community safety programs.**

A positive law enforcement presence in the community helps to build positive relations with at-risk youth, and acts to deter suspicious activity, including narcotics distribution and gang activity. Community policing is a philosophy in which law enforcement is seen as part of the community. This type of policing helps to create a positive relationship and build trust between the community members and law enforcement.

**KCCP Policy 7A.1.4: Implement a Citizens on Patrol program and/or a Neighborhood Watch program through the Kings County Sheriff's Department.**

A Citizens on Patrol program is encouraged to enable qualified community members to assist law enforcement personnel in policing their community. A Neighborhood Watch program also promotes community safety and is encouraged to involve concerned community members that will serve as the eyes and ears to law enforcement.

**KCCP Policy 7A.1.5: Ensure traffic enforcement is adequately provided along State Highway 41 by the California Highway Patrol.**

The County assigns traffic enforcement responsibility within the unincorporated areas of the County to the California Highway Patrol (CHP). The Hanford CHP office covers most of Kings County. However, the Coaling CHP office is responsible for covering Kettleman City and Avenal areas along with a large coverage area of western Fresno County. Having coverage from an out of County CHP office creates challenges to establishing a coordinated approach to dealing with traffic enforcement in the Kettleman area. Increased efforts should be made to bring attention to the ongoing chronic speeding that occurs along State Highway 41 within the 45 mile an hour speed zone, and need for stronger CHP presence in Kettleman City. Inquiries with many travelers indicates that most are unaware of the residential community and perceive the highway as only a route to quickly travel through. The commercial area is typically recognized as the main area to slow down because of the heavy traffic entering and exiting the highway, and the street lighted intersection.



## **B. FIRE PROTECTION AND EMERGENCY MEDICAL**

Kettleman City residents have expressed overwhelming support for the level of service they currently receive from County Fire Station No. 9 personnel. Many residents expressed gratitude for the active role that Fire Department personnel have in working with the community. Timely response calls and a permanent presence in the community have served to reinforce a quality presence and high level of service to residents. The community's main desire is for service levels to remain the same as the community grows.

*Figure 7.1  
Kings County  
Fire Badge*



### **KCCP GOAL 7B Continue to provide quality service for fire protection and emergency medical response in the community.**

#### **KCCP OBJECTIVE 7B.1**

**Expand the Fire Department Station personnel and equipment as the community grows to maintain the current level of service.**

**KCCP Policy 7B.1.1: Fire Department staffing at the Kettleman City Fire Station No. 9 shall increase to maintain four firefighters on station when the New Downtown Mixed Use is built out or according to population increases through new residential development. 2,500 - 3,000 residents shall require 3 firefighters on station, and 3,500 - 4,000 shall require a total of 4 firefighters on station.**

The Kings County Fire Department personnel have developed positive relationships with Kettleman City residents and residents are satisfied with their current level of fire and first aid services. This level of services could decrease as population and developed land area increase. In order to maintain Kettleman City's current high level of fire and first aid services, the level of Fire Department service should be evaluated at each Planned Growth Phase of development to determine the need for additional services and funding.

In order to sufficiently meet National Fire Protection Association (NFPA) 1710 Standards and Cal OSHA requirements, four firefighters will be required at Fire Station No. 9. Currently two firefighters are on station, but also cover a larger territory than just Kettleman City which extends out to the Kern County line, Avenal, Stratford and other locales requesting mutual aid. Cal OSHA requires 4 firefighters to be present when firefighters need to enter and search a burning building.

**KCCP Policy 7B.1.2: New Commercial and Residential structures shall require a development impact fee for Fire Department Services and property assessment to support additional Fire staff.**

The Kings County Fire Department Station No. 9 in Kettleman City is only staffed with two fulltime firefighters at any given time. This staffing level is not sufficient to maintain service levels if additional commercial or residential development occurs. In order to support the necessary services and staffing, impact fees and assessments will be needed on new development.



**KCCP Policy 7B.1.3: New structures shall not exceed two stories in height unless adequate fire equipment is provided that can reach beyond two stories or other alternatives are found acceptable to the Kings County Fire Department.**

The Kings County Fire Department Fire Truck stationed at Fire Station No. 9 has a 24' ladder that can reach a height of 20' or two story building. This equipment can adequately accommodate existing structures within the community. Any new structures proposed to build beyond two stories would require a Fire Truck with a more extendable ladder than is currently available in the community.

**KCCP Policy 7B.1.4: Water pressure necessary to support new development shall be required to support a 1,000 gallon per minute/2 hour duration for Residential, and a 1,500 gallon per minute/2 hour duration for Commercial.**

As new development is anticipated to occur after the new water system comes online in the community, associated new water service infrastructure shall be designed and constructed to support the necessary water pressure for Fire Protection services.

**KCCP OBJECTIVE 7B.2**

**Provide emergency medical services in the community to meet the needs of a growing population.**

**KCCP Policy 7B.2.1: Emergency medical services such as an Ambulance should be considered for placement in the community once the population reaches 6,400.**

The Fire Department currently has trained staff to perform basic EMT services and the Sky Life medical transport helicopter is permanently stationed behind County Fire Station No. 4 southeast of Hanford. In case of a major emergency, the Sky Life helicopter can be deployed to the Kettleman City community within 10-20 minutes. However, consideration for a permanent ambulance should occur once the population meets a certain threshold. Stationing an ambulance and emergency medical technicians within the Fire Station or in their own facility in Kettleman City would increase the level of emergency medical service for Kettleman City residents. There are no medical facilities located in Kettleman City except for a mobile clinic that visits on a weekly basis. Once Kettleman City's population reaches 9,841 (Phase C of buildout), efforts should be made to develop an emergency medical center.

**C. PEDESTRIAN SAFETY**

Kettleman City residents expressed critical concern for a very un-safe highway crossing, unprotected access between the residential area and commercial area, and general lack of pedestrian safety from vehicle traffic throughout the community.

**KCCP GOAL 7C Establish safe routes for pedestrians within the community.**





**KCCP OBJECTIVE 7C.1**

**Safety features should be implemented along critical pedestrian crossings with the State Highway 41 crossing at General Petroleum Avenue made a priority.**

Travelers along State Highway 41 often travel through Kettleman City without giving any notice to the existing community. Highway travelers indicate that it's often difficult to slow down in the community since the traffic generally travels faster than the posted speed limit. When a driver does slow down, this often encourages more unsafe conditions because the motorist behind will typically attempt to pass, or the oncoming traffic will not slow down or stop. This leaves pedestrians at the mercy of highway traffic unpredictable and unsafe.

**KCCP Policy 7C.1.1: Secure funding through the Kings County Association of Governments, Caltrans or other grant funds to install traffic calming or other safety features at State Highway 41 and General Petroleum Avenue.**

Caltrans was invited and attended community meetings to discuss the unsafe pedestrian access across State Highway 41 at General Petroleum Avenue. Although the speed limit through the residential area is posted at 45 m.p.h., highway travelers heading between the valley and the coast often travel at speeds much faster than the posted speed limit and at times reach 70 m.p.h. Given this situation, Caltrans has offered little in the way of suggestions for improvement and has essentially left it in the hands of the County to develop a solution that of course must meet the standards and approval of Caltrans. This key intersection is the main crossing for residents crossing to the small convenience stores, and more importantly for elementary school aged students crossing to attend the Kettleman City Elementary School. However, Kettleman City does not meet requirements for pedestrian and vehicular traffic required by Caltrans Manual on Uniform Traffic Control Devices (MUTCD). Safe Routes to School Grant funds will be considered as a possible funding solution to a yet unknown highway feature.

*Figure 7.2 Aerial photo with proposed crosswalk location*





**KCCP Policy 7C.1.2: Pursue design alternatives with Caltrans for the State Highway 41 right of way within the Residential Area and the General Petroleum Avenue and highway intersection.**

Caltrans has indicated that there is no sufficient population or commercial activity to warrant any major intersection changes. However, all possible design feature options should be explored to determine what alternatives are possibly acceptable to Caltrans. Some options that may work include a more visible marked crossing, a solar panel flashing pedestrian crossing light, or ridged roadway surface, all of which are currently used by Caltrans to increase travel safety in other regions. These possible options would act to bring more driver attention to this community and serve to slow them down while not restricting the flow of traffic. The aim is to increase safety for pedestrians crossing the highway, and for residents entering and exiting the community.

**KCCP Policy 7C.1.3: Monitor accident rates and speeds along Highway 41 within the Residential Area to prompt adequate response from State Agencies with responsibility over highway maintenance and traffic safety.**

Highway 41 cuts through the residential area of Kettleman City and residents have expressed critical concern over the speed of traffic and unsafe conditions that pedestrians are faced with. Maintenance and traffic enforcement for this Highway are both under the responsibility of State Agencies and in general are not directly responsive to the local needs of residents. The County is charged with planning for the Community's long term growth needs and therefore should track incidences along this highway strip to provide documentation for when working with State Agencies.

**KCCP Policy 7C.1.4: Pursue signalization of the intersection at General Petroleum Avenue and Highway 41 once Planned Growth Phase C is proposed for development.**

Pedestrian and vehicle traffic levels will have substantially increased after Growth Phase Areas A and B have developed, and with the onset of pending growth occurring in Phase C the justification for a signalized intersection may be warranted.

**KCCP Policy 7C.1.5: Coordinate with the Kettleman Elementary School to have a crossing guard to monitor the crosswalk at General Petroleum Avenue between 7 a.m. to 8:30 a.m. and 2:30 p.m. to 4 p.m.**

Currently, the only pedestrian crossing across Highway 41 is a painted crosswalk at General Petroleum Ave. Approximately 20 students cross the highway twice a day to attend Kettleman City Elementary School. The intersection of General Petroleum and Highway 41 was identified by residents as a central location to cross the highway. The elementary school is also located on this street and therefore serves as a major school crossing in Kettleman City.



## **D. BUILT ENVIRONMENT SAFETY**

As Kettleman City grows and develops, new residential and new commercial areas should incorporate crime prevention features into the built environment. Crime Prevention Through Environmental Design (CPTED) is recommended to incorporate “the proper design and effective use of the built environment which may lead to a reduction in the fear and incidence of crime, and an improvement of the quality of life.” - National Crime Prevention Institute



**KCCP GOAL 7D Build a safer community to encourage and maintain business interests and foster a safer overall community environment for residents and visitors.**

### **KCCP OBJECTIVE 7D.1**

**Increase community street lighting to enhance neighborhood and downtown community safety.**

**KCCP Policy 7D.1.1: New residential neighborhoods shall install street lighting to increase neighborhood illumination.**

Street lighting will enable residents to traverse Kettleman City streets in the evening and at night with a heightened level of safety and comfort. Currently, there is limited street lighting in the residential areas of town, which discourages residents from walking at night.

**KCCP Policy 7D.1.2: Street lighting shall be integrated into the Downtown Commercial Area along pedestrian streetscapes, the central plaza, and along main roadways that connect to the Residential Area to the north.**

Downtown Commercial Area design should incorporate street lighting into the streetscape to provide an enhanced sense of safety to the public while also serving as a deterrent to criminal elements.

### **KCCP OBJECTIVE 7D.2**

**Promote the application and strategies of Crime Prevention Through Environmental Design (CPTED) as a means of enhancing crime prevention in the community.**

**KCCP Policy 7D.2.1: New residential and commercial development shall incorporate where practical the following CPTED design strategies into their project.**

#### ***The Four Strategies of CPTED***

**1. Natural Surveillance** - A design concept directed primarily at keeping intruders easily observable. Promoted by features that maximize visibility of people, parking areas and building entrances: doors and windows that look out on to streets and parking areas; pedestrian-friendly sidewalks and streets; front porches; adequate nighttime lighting.



**2. Territorial Reinforcement** - Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. Promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and "CPTED" fences.

**3. Natural Access Control** - A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating in offenders a perception of risk. Gained by designing streets, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discouraging access to private areas with structural elements.

**4. Target Hardening** - Accomplished by features that prohibit entry or access: window locks, dead bolts for doors, interior door hinges.

CPTED theories contend that law enforcement officers, architects, city/county planners, landscape and interior designers and resident volunteers can create a climate of safety in a community, right from the start. CPTED's goal is to prevent crime through designing a physical environment that positively influences human behavior – people who use the area regularly perceive it as safe, and would-be criminals see the area as a highly risky place to commit crime.

We live with crime every day. It has become, unfortunately, a fact of life. Discussions on the subject have traditionally focused much less on crime prevention than on arrest and punishment; measures that cannot be taken until after a crime has been committed. Only in the last 20 years have designers and architects begun to see the need to plan and build with more in mind than just the traditional threats of nature: fire, earthquakes and hurricanes. They must now consider the threat of crime.

Enter a new approach to crime prevention - Crime Prevention Through Environmental Design - or CPTED. Much more far-reaching than dead bolts on doors and locks on windows, CPTED crime prevention principles can be applied easily and inexpensively to building or remodeling, and have been implemented in communities across the nation. The results have been impressive; in some CPTED communities, criminal activity has decreased by as much as 40 percent. What is the secret to CPTED crime prevention? Design that eliminates or reduces criminal behavior and at the same time encourages people to "keep an eye out" for each other. These are just a few of the ingredients that go into creating an effective CPTED crime prevention environment; that is, a safer more livable community. Additional information on CPTED can be found at [www.cpted-watch.com](http://www.cpted-watch.com).

**E. HEALTHY EATING OPPORTUNITIES**

The Kettleman City Commercial Area has a high concentration of fast-food restaurants and little to no healthy eating options exist within the Residential Area of the community. In coordination with the County Public Health Department, City and Community planning efforts are carrying forward an increased awareness of how the built environment impacts the health and well being of residents. Nationwide and locally, there is an increasing number of youth and adults that are experiencing health complications related to obesity and diabetes. Efforts are being made to improve the health of City and Community residents and looks to make changes in the built environment to increase physical activity and the availability of health foods such as fresh fruits and vegetables with the community.



**KCCP GOAL 7E Provide healthy eating options within the community to serve the daily needs of residents.**

**KCCP OBJECTIVE 7E.1**

**Encourage and facilitate the provision of healthy eating opportunities within the Downtown Commercial Area, while restricting fast-food businesses to the Highway Commercial Area.**

**KCCP Policy 7E.1.1: The Downtown Mixed Use Zone District within the Downtown Commercial Area shall allow eating establishments to be permitted through a Site Plan Review Permit when the business can demonstrate that it provides more progressive healthier food options.**

The Kettleman City residential area of the community lacks restaurants and grocery stores. Residents have to travel approximately 30 miles north to Lemoore to buy groceries and other household items. In creating a new Downtown, Kettleman City has an opportunity to bring in these types of businesses. Given this opportunity and the need for increased community health, eating establishments locating in the Downtown area should be businesses that provide healthy food options for residents.

**KCCP Policy 7E.1.2: Fast-food establishments shall be limited to locating within the Highway Commercial Area of the Kettleman City Community.**

The Kettleman City Highway Commercial Area located along State Highway 41 at Interstate 5 has a high concentration of fast-food businesses. A total of 7 fast-food businesses, 1 restaurant, and four gas stations with mini-marts. A few other miscellaneous retail businesses are also located within this area. This area mainly serves highway travelers, and provides quick drive-thru service for food and drinks. These food services are recognized as suited to the highway commercial nature of this part of the community. These types of services should therefore remain within this highway commercial area.

**KCCP OBJECTIVE 7E.2**

**Increase resident access to fresh fruits and vegetables within the community.**

**KCCP Policy 7E.2.1: Allow temporary fresh fruits and vegetable markets to operate within common open space areas within the community when coordinated with the County and KCCSD.**

Farmers market or other fresh produce markets should be allowed to temporarily establish themselves within the community as a regular weekly or monthly event. This will increase the access of residents to fresh fruits and vegetables and improve the health eating opportunities available to the community.

**KCCP Policy 7E.2.2: Allow businesses within the Downtown Commercial Area to add sales of fresh fruits and vegetables as an accessory use that is Permitted under the Downtown Mixed Use Zone District.**



Small businesses may be able to diversify their economic base by providing limited quantities of fresh produce in addition to their main line of business which may or may not be food related. This allowance will increase the opportunities for residents to be able to purchase fresh produce within the community and reduce the number of vehicle trips to outlying areas such as Lemoore or Hanford where community residents buy their food items and other daily necessities.

*Figure 7.3 Fresh Produce*



**KCCP Policy 7E.2.3: Allow residential areas to establish community gardens.**

Community gardens provide opportunities to increase the availability of fresh produce to local residents. This type of community based effort should be allowed within the residential area of the community to place produce in areas of close proximity to residences.

**F. ANIMAL CONTROL**

The Kettleman City Community currently has a large concern regarding the abundant number of stray animals on the streets. The current Animal Control service does not concentrate enough service to the area, resulting in a large population of strays. Having more frequent patrols, at least two times per week, designated to Kettleman City will greatly reduce the stray animal population and increase the overall safety of residents as a walkable community. The County requires animals to be licensed. If animals are caught without tags, the owner can be issued a notice requiring them to get their animal licensed, or they could be issued a citation right away, depending on the situation. More strict regulations will encourage owners to license their animals and reduce the prevalence of strays.

*Figure 7.4 Stray dogs*



**KCCP GOAL 7F Enhance pedestrian safety by removing the presence of stray animals within the community.**

**KCCP OBJECTIVE 7F.1**

**Increase frequency of animal control patrols in Kettleman City in order to identify and remove stray animals promptly.**

**KCCP Policy 7F.1.1: Priority for Animal Control services should be directed to the County's concentrated urban communities such as Kettleman City to provide more effective levels of service to a greater number of residents in the County.**

The Kings County Sheriff Department has an Animal Control Division, located in Hanford at the station headquarters. Animal Control has a staff of five officers who are responsible for services such as patrolling county roads, responding to public complaints about stray, diseased, dead, and harmful animals, investigation of animal bites, and public education on county ordinances. The County has also recently authorized an increase in the number of Animal Control staff which will allow the county to be patrolled more frequently and reduce the number of strays. Reducing the





number of stray animals on the streets will reduce disease transported by animals, and reduce stray animal attacks on citizens and thereby increase overall community pedestrian safety. The County with increased Animal Control Division staff should make it a priority to enhance the safety of the County's most densely populated unincorporated communities.

**KCCP Policy 7F.1.2: Designate two days per week for animal control patrols to visit Kettleman City.**

Kettleman City residents have expressed uncertainty in regards to Animal Control addressing the removal of stray dogs within the community. The Kings County Sheriff Department should designate two days per week that it will provide patrols in Kettleman City to build confidence in community residents that animal control services will be delivered to the community. This also provides a predictable timeframe that residents can expect their complaints to be addressed.



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# CHAPTER ~ 8 ~

## RESOURCE CONSERVATION

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The predominant resources within the community planning area include surrounding prime agricultural land, water, air quality, cultural resources, and biological resources.

### **A. AGRICULTURE**

Prime agricultural land surrounds Kettleman City to the north, east and portions of the west. A substantial private investment has been made in new orchards across the California Aqueduct immediately west of the existing residential community and beyond the planned residential growth areas. North and east of the residential area, the land is farmed with rotating fieldcrops. According to the Department of Conservation 2004 Important Farmland Map, Prime Farmland and Farmland of Statewide Importance exist within the planned residential growth areas. Only those areas east of the residential community in planned growth area Phase C have “Williamson” Act Contracts.

**KCCP GOAL 8A Protect prime agricultural land from untimely conversion and un-orderly urban growth.**

#### **KCCP OBJECTIVE 8A.1**

**Preserve prime farmland not needed to accommodate planned urban area growth, and allow agricultural practices to continue in phased growth areas until such time as development is ready to proceed.**

**KCCP Policy 8A.1.1: Encourage infill development and compact growth for all new areas planned for residential and commercial development.**

The prioritizing of infill development first and the requirement for more compact development within the new growth areas will limit the outward growth pressure on adjacent prime farmland. Growth Phase A is bordered along the northwest by the Tulare Lake Basin Water Storage District Canal which acts as a natural buffer between the planned residential area and orchards to the west.

**KCCP Policy 8A.1.2: Residential growth beyond the Phased New Growth Areas shall be discouraged until such time as the community has reached full build out of new growth areas and a comprehensive analysis has been done to determine the need for and extent of additional growth.**

This policy seeks to restrict outward growth pressure on prime farmland beyond the areas planned for future growth. This will act to direct development to those areas that the community and County have determined to be the least intrusive upon prime farmland.



**KCCP Policy 8A.1.3: Amend the County’s Zoning Ordinance to specifically allow the continued agricultural farming practices on properties within the Kettleman City Community Plan Growth Phases until such time as development applications have been approved by the County.**

Allowing farming practices to continue within areas planned for growth will allow agricultural production to occur for as long as possible before conversion to another land use is imminent.

**B. WATER CONSERVATION**

Water quality and quantity are of critical concern to the community since the well water that KCCSD draw from do not meet current EPA Standards and are considered unhealthy. The proposed water treatment facility will provide the community with the ability to treat surface water into a potable water source for community residents and businesses. However, the project water availability will not provide the needed capacity to serve the entire community at build out. New water sources should be secured and conservation efforts should be integrated into the community’s use of this valuable resource.

**KCCP GOAL 8B Ensure sustainable sources of quality water are available to provide necessary water service to the existing and planned future growth areas of the community.**

**KCCP OBJECTIVE 8B.1**

**Increase water conservation efforts within the community to maximize utilization of the Community’s valuable water resources.**

**KCCP Policy 8B.1.1: Require all new development to install water meters and encourage the Kettleman City Community Services District to migrate existing water customers to water meters.**

Certain water source agencies such as the Bureau of Reclamation have specific guidelines for communities that receive Federal or State water which may include the requirement of water users to be on meters. As Cities and Communities grow throughout the valley, more strain is likely to be placed on this finite resource and future requirements are likely to involve the use of water meters to tier usage charges and encourage conservation. The Community could better position itself for these possible requirements by phasing in water meters as new growth occurs.

**KCCP Policy 8B.1.2 Design water and irrigation lines for Agricultural/Open Space areas and new parks to install “Purple” reclaimed water lines that can tie into the waste water treatment facility.**

As the new growth areas expand and Agriculture/Open Space areas are added, “Purple” reclaimed water lines should be installed so that they may ultimately tie into and use reclaimed water from the waste water treatment facility. Initial growth areas within Phase A and B would be too far from the wastewater treatment facility and should be allowed to initially connect to the community’s potable water source. Once development of Phase C begins, the water lines should be switched over to utilize reclaimed water from the wastewater facility.



**KCCP Policy 8B.1.3 Coordinate with the Kettleman Community Services District to explore options for integrating reclaimed water usage within new growth areas.**

New community growth areas present opportunities for the community to use reclaimed wastewater on green spaces such as lawns, planters, medians and other vegetative covers throughout the community. The possible integration of this secondary non-potable water line, however, is dependent upon the Kettleman City Community Services District's willingness to participate. The District should be encouraged to explore this secondary water service line since it will likely become more necessary to provide alternative water sources to serve the community as water availability becomes scarcer.

**C. AIR QUALITY**

Air quality is recognized as a major concern throughout the San Joaquin Valley Air Pollution Control District Region, and is of significant concern to the residents in Kettleman City. Several sources of pollutants have been identified by community representatives and include major industries, interstate vehicle and truck traffic, and agricultural practices. Residents expressed concern over the negative effects of emissions resulting from diesel engines, agricultural pesticides, biosolids, and dust.

**KCCP GOAL 8C Achieve a “satisfactory” air quality rating within the community as defined by the Environmental Protection Agency (EPA)**

**KCCP OBJECTIVE 8C.1**

**Monitor air quality within the community and build improvements in the community to reduce air emissions and impacts.**

**KCCP Policy 8C.1.1: Require all new development in the Phased Growth Areas to plant trees along the Agricultural Buffers as defined in the Kettleman City Community Plan.**

Pesticides are used on agricultural fields around Kettleman City and therefore present agriculture-related air pollutants. Tree belts can effectively be used to help screen some of these pollutants and dust from residential areas and thereby reduce the agriculture related air impacts experienced by residents.

**KCCP Policy 8C.1.2: Require all new residential, commercial and industrial developments to implement emissions reduction efforts that target mobile sources, stationary sources and construction related sources.**

Using the best practices in emissions reduction on new developments will ensure that new growth does not negatively detract from the air quality that Kettleman City residents must live in.

**KCCP Policy 8C.1.3: Encourage Kettleman City CSD to partner with Waste Management's Chemical Waste Management facility to use the Facility's portable air quality monitor air quality within the community once per month.**





Kettleman City should have the ability to monitor air quality that could be compared to other communities within the County. Air quality information can then serve as a base line of information to determine the extent of air quality in the community and on into the future. The results of this information can then be used to determine whether additional measures are needed to improve air quality for the community. All efforts should be made to ensure that new development within the community does not substantially increase the amount of pollutants within the community. Chemical Waste Management, Inc. should be approached to determine the possibility for collaboration in using portable monitoring station once or more per month.

**D. CULTURAL RESOURCES**

Kettleman City is situated near the historic Tulare Lake Basin which was known to have many Native American settlements around its shoreline. Senate Bill 18 requires that sufficient notification be given to local tribes on all general plan amendments and updates. In recognition of this region's history, new development within this Community Plan's new growth areas should occur in a manner that is cognizant and respectful of this region's historical Native American ties.

**KCCP GOAL 8D Preserve archaeological, cultural and historic resources, and treat all historic human remains and artifacts with dignity and respect.**

**KCCP OBJECTIVE 8D.1**

**Ensure archaeological, cultural and historic resources are immediately identified to reduce the chance of disruption or destruction, and provide earliest notification to responsible parties of interest.**

**KCCP Policy 8D.1.1: New development within the Kettleman City Community Planning Area shall be required to provide onsite monitoring for archeological, cultural and historic remains and artifacts when ever earth moving construction activities commence. Monitoring shall be done by an individual or firm that is found acceptable by the Tachi Yokut Tribe based at the Santa Rosa Rancheria.**

This policy will ensure that the earliest identification of findings is made and that earliest notification possible is made to tribal representatives.

**KCCP Policy 8D.1.2: If any discoveries are made, construction shall immediately cease and the nature of the finding determined. The local tribe(s) as identified by the California Native American Heritage Commission shall be immediately notified and allowed the opportunity to evaluate the findings.**

If remains, artifacts or other cultural resources are discovered, the tribal representatives will be afforded the opportunity to ensure that these discoveries are treated with dignity and respect as defined by their tribal customs.



**E. BIOLOGICAL RESOURCES**

Kettleman City is within an area known to have a high probability of rare or endangered species. The protection of these species is important to the County and State and therefore these resources are acknowledged as an important resource that must be addressed within this Community Planning Area.

**KCCP GOAL 8E Protect biological resources of significance within the Community Planning Area.**

**KCCP OBJECTIVE 8E.1**

**Prevent the disturbance and or destruction of rare or endangered species from encroachment of new development, and provide earliest notification to governmental agencies.**

**KCCP Policy 8E.1.1: New development within the Kettleman City Community Planning Area shall be required to provide a pre-construction biological survey to determine the presence of any rare or endangered species within the project area.**

This policy will ensure that the earliest identification of rare or endangered species is made and so that construction activities are not allowed to proceed until an appropriate course of action is planned out with responsible local, state and/or federal agencies.

**KCCP Policy 8E.1.2: If any findings are made, the local lead agency shall be immediately notified and any other responsible state or federal agency.**

This policy will ensure that the earliest notification of any rare or endangered species is made to the appropriate responding agency.

