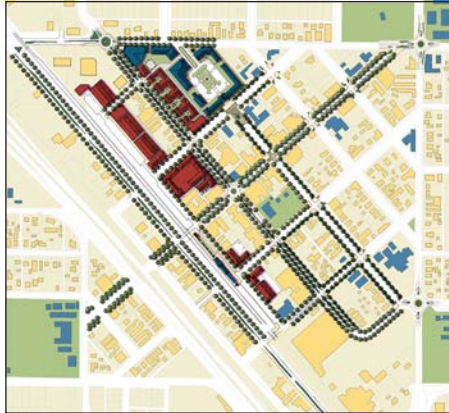


CITY OF KINGSBURG
Central Kingsburg Revitalization Plan
December 31, 2007



Prepared By:



**Local
Government
Commission**

Local Government Commission
Sacramento, California



Opticos
Opticos Design, Inc.
Berkeley, California

Central Kingsburg Revitalization Plan

A Report to the City of Kingsburg

December 31, 2007

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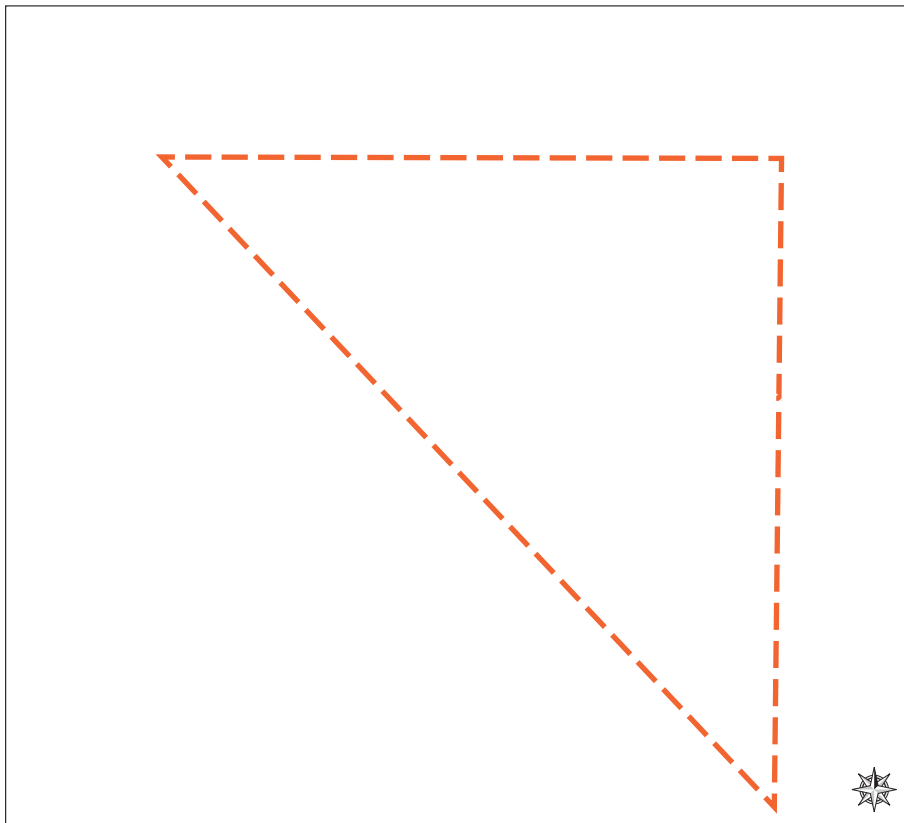
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Project Overview and Objectives

This report summarizes the results of an intensive community-based planning process in Kingsburg called a charrette. A charrette is a series of public involvement events that spans several days or more and culminates in a vision or plan. The Kingsburg charrette was conducted May 10 – 15, 2007. Its purpose was to identify physical design strategies to revitalize and increase the walkability of the City’s historical downtown.

The study area that is the focus of this report includes Kingsburg’s central commercial area and the immediate neighborhoods, bounded by Sierra Street to the North, 18th Avenue to the East and Highway 99 running from the Northwest to Southeast.

This project was made possible through a Caltrans Community-based Planning Grant received by the City of Kingsburg in partnership with the Local Government Commission (LGC). The LGC is a Sacramento-based nonprofit organization that works with communities, agencies and elected leaders to create healthy, walkable, and resource-efficient communities. The LGC assembled a skilled consultant team to prepare the recommendations and designs presented in this report. Charrette facilitation, pedestrian design and transportation expertise was provided by Glatting Jackson Kercher Anglin (Orlando, FL). Architecture and urban design firm Opticos Design, Inc. (Berkeley, Ca.) led development of the urban design proposals and graphics.

Central Kingsburg Revitalization Plan
Opticos Design, Inc.

Community Engagement

In coordination with the City, the Local Government Commission organized a public design charrette process. This included a multi-day series of meetings, presentations and workshops that engaged residents, businesses, community organizations and local government in a variety of activities to elicit hopes and concerns, draw out ideas about possible solutions, and foster collaborative development of a community vision.

The charrette took place Thursday, May 10 through Tuesday, May 15, 2007 at Washington Elementary School. Focus group meetings of school officials, emergency responders, businesses, transportation and planning agencies, Kingsburg District Hospital and City Administration representatives, and elected officials were held Thursday and Friday during the day to hear input from a variety of specific interests. The public events kicked off with a Thursday night opening town meeting, and continued with a community walk audit, training and collaborative design tables on Saturday. The consultant team continued to develop recommendations and drawings throughout the period based on public input, field checks and review of planning data. The initial plan concepts were presented at a closing meeting on Tuesday night.

Thursday evening approximately 50 people viewed a presentation that showed existing conditions and some potential solutions used in other communities. Dan Burden of Glatting Jackson Kercher Anglin explained the principles involved in creating walkable, livable places using images to illustrate his points. They also participated in activities to identify key values for the community and to determine priorities for the charrette. Top values included:

- Friends, Family, Neighbors
- Safety
- Small Town
- History, Character
- Quiet, Peaceful

Top priorities by votes included:

- Sidewalk Cafes – 20
- Use of Second Stories – 18
- Trees – 17
- Maintain Historic Buildings – 15
- Outdoor Market Center/Farmers’ Market – 14
- Public Gathering Spaces – 11
- Nicer Alleys – 11
- Fountains – 11



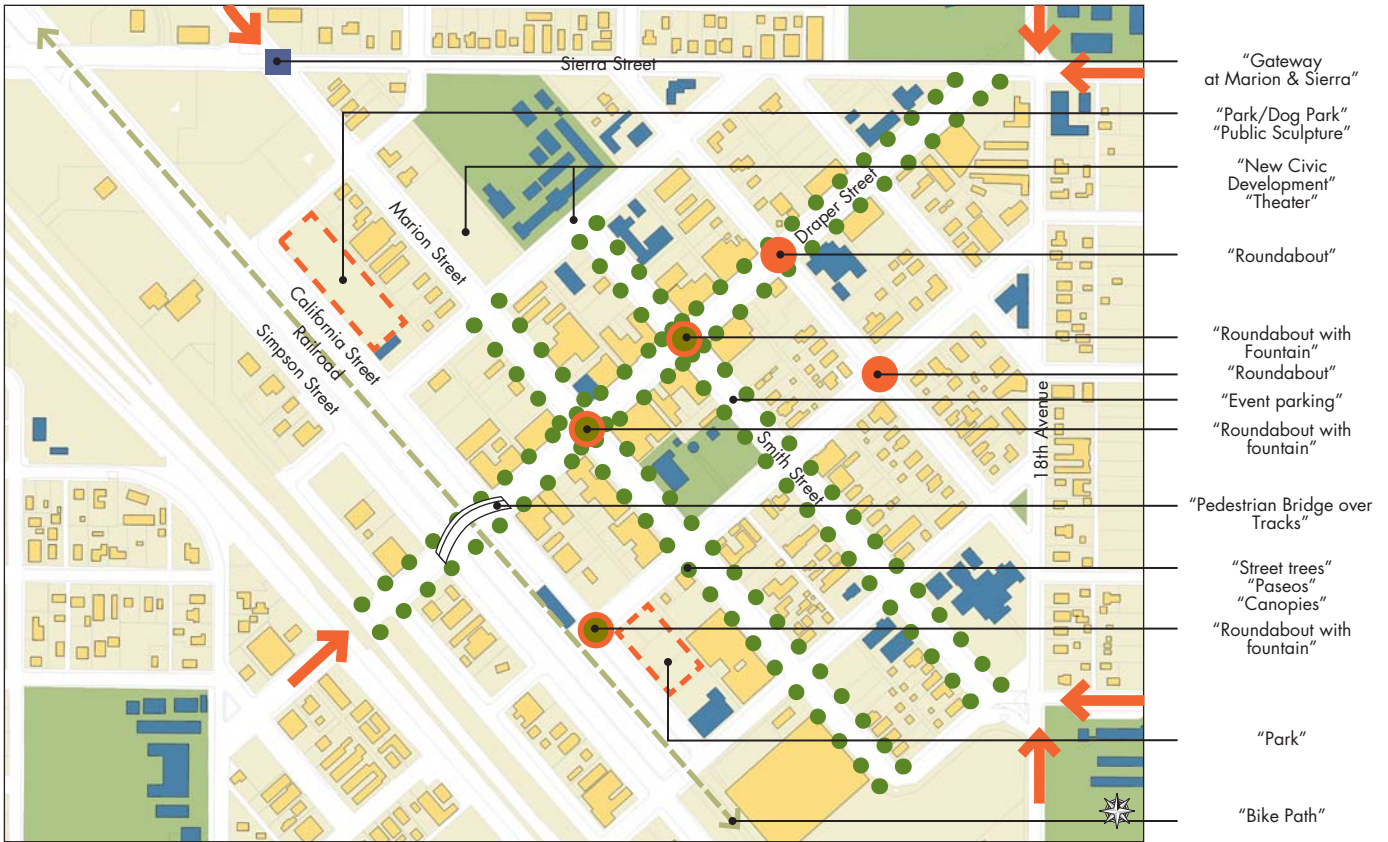
Above, from top to bottom: Image from May 10th, 2007 when community participants shared their values and priorities at the opening meeting; Community members discussing design alternatives at Saturday morning session; resident presenting some design ideas.



- Wireless Internet – 10
- Swedish Character – 10
- Roundabouts – 9
- Public Art/Murals – 11

Saturday approximately 25 people attended a facilitated walk audit in the morning to review and discuss conditions in the downtown area. After a training presentation, the group gathered around maps to develop ideas to revitalize Kingsburg.

Above, clockwise from top left: Images from Saturday's "walking audit" and design table exercises.



General recommendations from Saturday’s workshop are listed below and summarized in the image above:

Above: A summary of participant recommendations from the Saturday morning public workshop.

- Narrow streets
- Widen sidewalks
- Add tree canopy
- Maintain Swedish feel
- Connect Neighborhoods to core of town
- Create entrances to downtown at Sierra and Marion, Earl and Smith, Sierra and Draper
- Roundabouts on Draper and California
- On-street parking areas for festivals
- Bike path along Old 99/Simpson
- Bike trail system for entire city
- Add park area/grass at California and Lewis
- Add park/public sculpture at William and California
- Pedestrian bridge over railroad tracks on Draper

- Theater on Marion
- Move Civic facilities to Washington Elementary School site

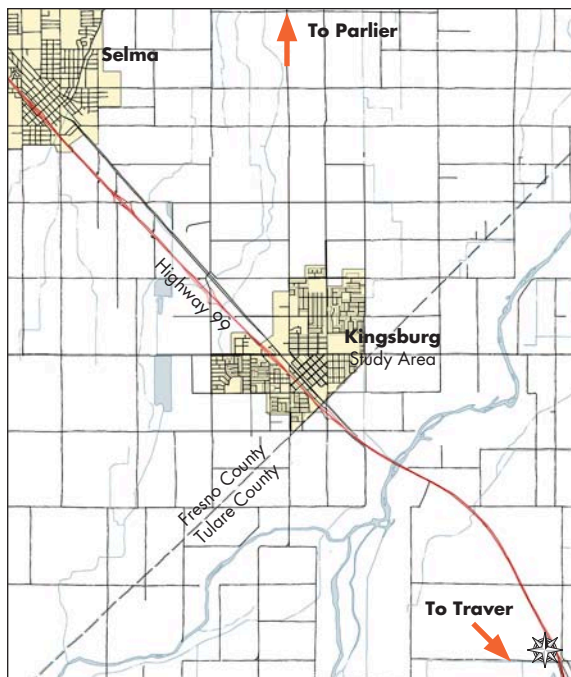
Tuesday evening design concepts and highlights prepared by the consultant team based on the community input were featured in a final public meeting attended by over 50 people. Participants added closing comments, which included:

- Concern about pedestrian traffic at proposed roundabout near high school
- Is there a way to use a crossing signal system with roundabout?
- Is Caltrans okay with roundabouts?
- Changes on a state road (Hwy 201/Sierra) will take a long time
- Keep main street (Draper) wide, but move trees into the street for canopy
- Where should bike lanes be located on Draper? Okay to place in the middle of the street?
- What about a European model for bike lanes?
- There is a danger of Swedish theme losing its uniqueness . . . need an expanded definition of Swedish character. Need historic preservation.

In the weeks following the charrette, Opticos Design continued refinement and organization of the different design concepts developed through the events. The results, presented on the pages that follow, include information on the City's physical and historical background, a summary of the research and analysis completed as part of the study, and the conceptual urban design proposals to guide future revitalization activities throughout central Kingsburg.



Above, Top to bottom: Image from Thursday evening's value-sharing exercise; Community members discuss design ideas; Design Team member illustrating potential options for Kingsburg.



Project Area and The Community

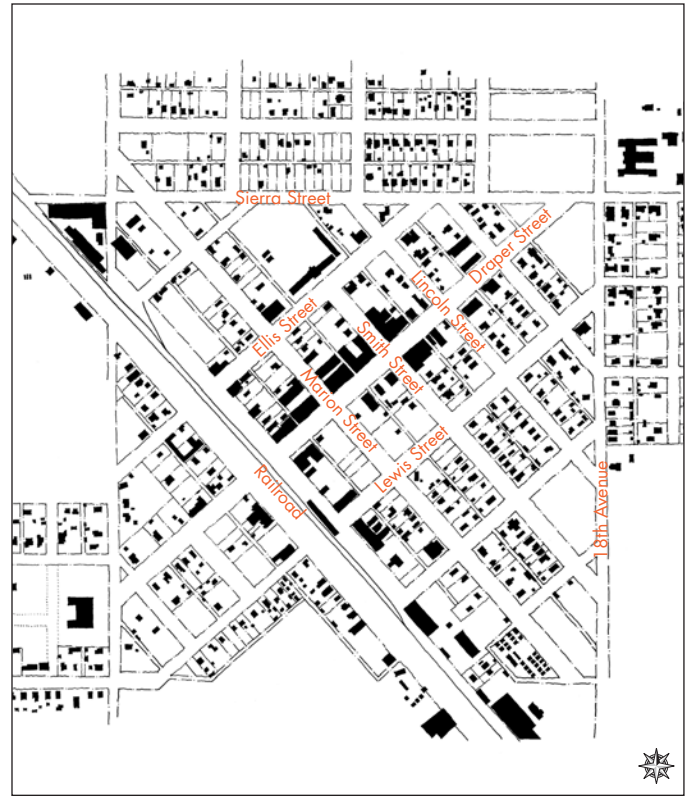
The City of Kingsburg is a 130-year-old town of 11,237 residents, located approximately 20 miles southeast of Fresno in Fresno County along State Highway 99. Highway 99 provides direct access into the downtown area via exits at Sierra/Conejo Avenue to the north and 18th Avenue to the south.

The City's central commercial area, Kingsburg's downtown, is bounded by Sierra Street (State Route 201) on the north, 18th Avenue on the east, and Highway 99 along the southwest. It includes two distinct commercial areas: An auto-oriented commercial area at the Highway 99/Sierra Street interchange, and the pedestrian-oriented "Swedish Village" located along Draper Street between Highway 99 and the intersection of Sierra and 18th Avenues to the northeast.

The downtown is known for its Swedish-style architecture and village theme. There are three elementary schools and two parks within or adjacent to the project area. Other public and commercial uses include City Hall, a courthouse, post office, church, Senior Center, hospital, and several stores, restaurants and businesses.

Above left: Kingsburg's location along Highway 99, about 20 miles southeast of Fresno.

Above right: The core study area in relation to the two main commercial centers along Draper Street and at the Highway 99/Sierra Street interchange.



Historical Background

Kingsburg was founded as “Kings River Switch” in the late 1870s with the arrival of the Central Pacific Railroad (now Union Pacific). Upon the arrival of predominantly Swedish immigrants in the following decades, it became known as “Kingsburg” in 1894 and was incorporated in 1908.

The Sanborn Company produced Fire Insurance maps in the early years of Kingsburg’s development which provide insight into how the community grew and changed.

The original townsite drawn up in the late 1800s comprised a series of uniform blocks measuring 400 feet long by 320 feet wide oriented parallel to the railroad. These blocks included a central alley measuring 20’ in width. By 1913, many of the blocks in this area were built, and Draper Street east of the railroad had already become a center of commercial activity, with several buildings lining the public right-of-way.

By 1952 the central core of Kingsburg was largely built out with a form that is still recognizable today, including a strong commercial core – the “Swedish Village” – along Draper Street. Three of Kingsburg’s schools, including Roosevelt, Washington, and Kingsburg High School, were sited as “terminating vistas” to Draper and Smith Streets, contributing memorable elements to the form of the City.

Above left: Kingsburg in 1913. Originally laid out to serve the Central Pacific Railway, the town at its core has a form that is compact, pedestrian-oriented, and walkable.

Above right: Kingsburg in 1952. The City continued to thrive as a service center for the surrounding agricultural industries, and had established its identity as the “Swedish Village.”

Primary Challenges

While the City has been growing steadily over the last decade at an annual rate of about 3%, commercial development in the central business district has not kept pace. Traditional retail anchors have left the downtown area. Restaurants and professional offices have occupied some of the space, but a number of buildings remain empty and many are underutilized, particularly on Draper Street. On Marion Street, which connects Draper Street to newer highway-oriented commercial development near the Sierra Street interchange with State Route 99 to the north, several structures have been demolished and a considerable amount of property is vacant.

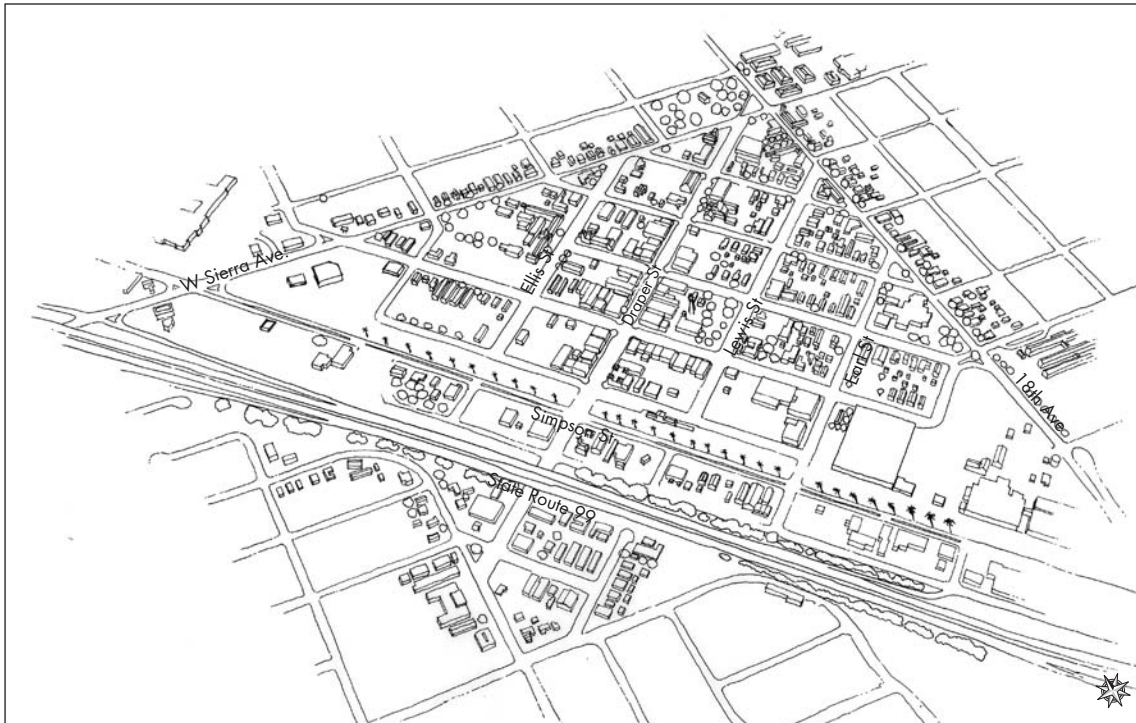
There is also physical blight. While many storefronts are attractive, representative of Kingsburg’s Swedish heritage and San Joaquin Valley small town historic character, many of the buildings are aging. There is evidence of inadequate electrical and plumbing systems, poor foundations, un-reinforced masonry, and other structural problems. Many interior spaces are not sized or configured to meet the needs of modern businesses. Few storefronts have been significantly upgraded in the last 20 years.

Public infrastructure issues pose additional challenges. Utilities are still provided overhead. Streets are very wide, promoting traffic speeds that are too fast for a safe and active pedestrian environment. While there are trees in tree wells in the sidewalks along Draper Street, they do not shade most of the 80-foot curb-to-curb width of the two-lane travel way. Sidewalks along Draper Street are obstructed with poles, signs, trash receptacles and poor placement of trees. Sidewalks on Marion Street are not up to commercial district standards. Many are only four feet wide, even though there is a right-of-way of 99 feet and only two lanes of traffic. There are no provisions for bicycles.

Wide streets and the associated public right-of-ways provide potential space for enhanced streetscapes to create an environment that is safer and friendlier to pedestrians and bicyclists, and to provide better connections to schools and surrounding neighborhoods for all types of users and travel modes. This can help stimulate interest in new private investment in downtown real estate development. The amount of land available on Marion and other downtown streets from vacant and underutilized lots present an additional opportunity to reshape the downtown streetscapes and locate mixed use development, including new housing options, to revitalize the central commercial district. Ultimately, revitalization and intensification of Kingsburg’s town center will allow more people to conveniently walk or ride a bicycle for transportation, exercise and social contact, while reducing air pollution and automobile dependence.



Above, from top to bottom: Underutilized and vacant buildings along California Street in downtown Kingsburg; Excessively wide streets in the downtown area; Vacant, underutilized properties along Marion Street.



Introduction

Despite significant challenges, Downtown Kingsburg and its overall Swedish Village character have survived as the community has grown. The City should work to maintain the historic downtown's significance as the community center for commercial, civic and social activity.

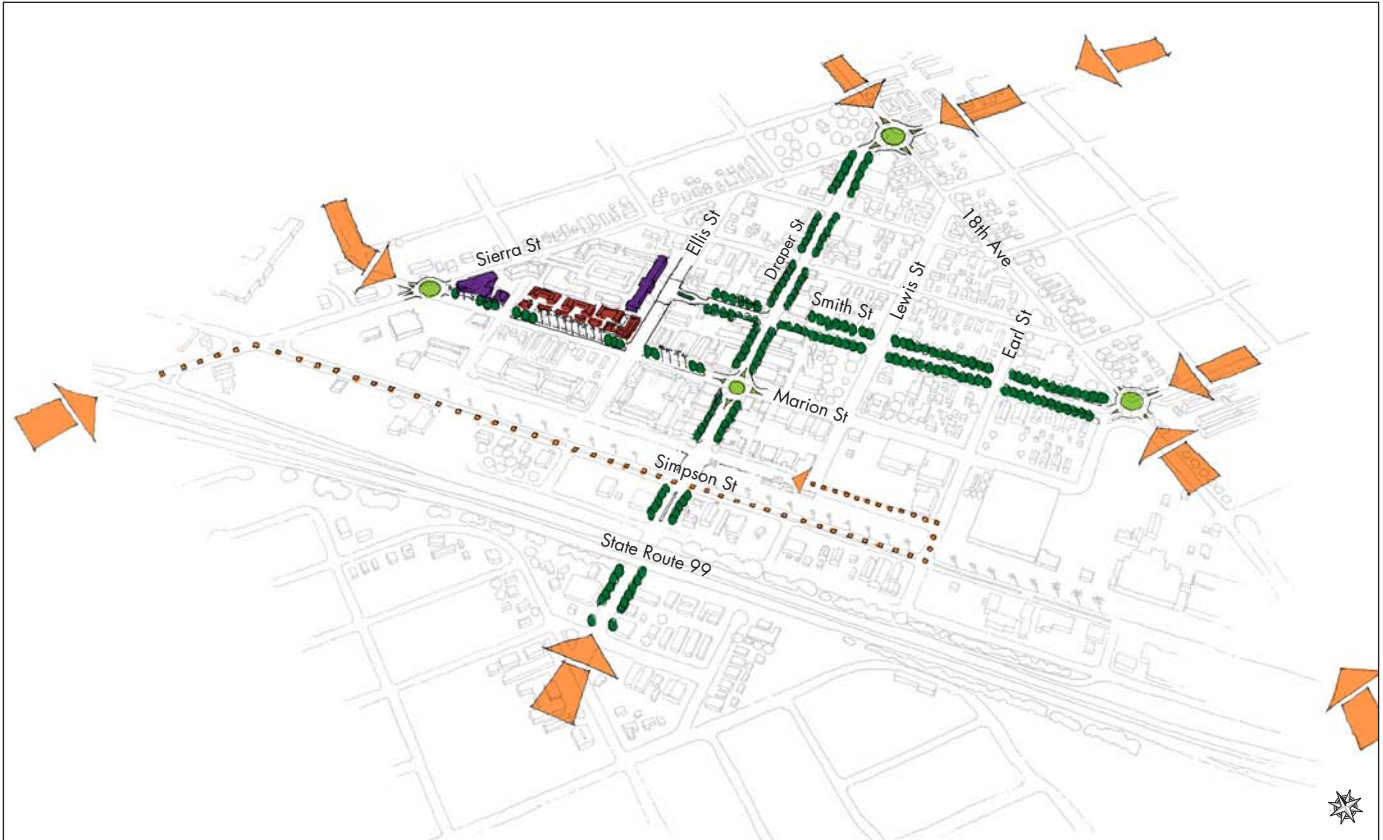
The consultant team has identified three Design Principles to help the City prioritize measures to preserve and enhance Downtown Kingsburg. These Design Principles provide a framework for actions to ensure that the City continues to grow in a healthy and viable manner for its present and future residents and visitors.

Guiding Design Principles

1. **Establish Well-Designed Entryways along Principal Access Routes to the Historic Core**
2. **Support and Maintain a Compact, Walkable, Accessible Town Center**
3. **Provide and Maintain a Complete and Coherent Network for Bicyclists and Pedestrians**

Above: Bird's eye view of Kingsburg looking northeast across Highway 99.

Well-Designed Entryways



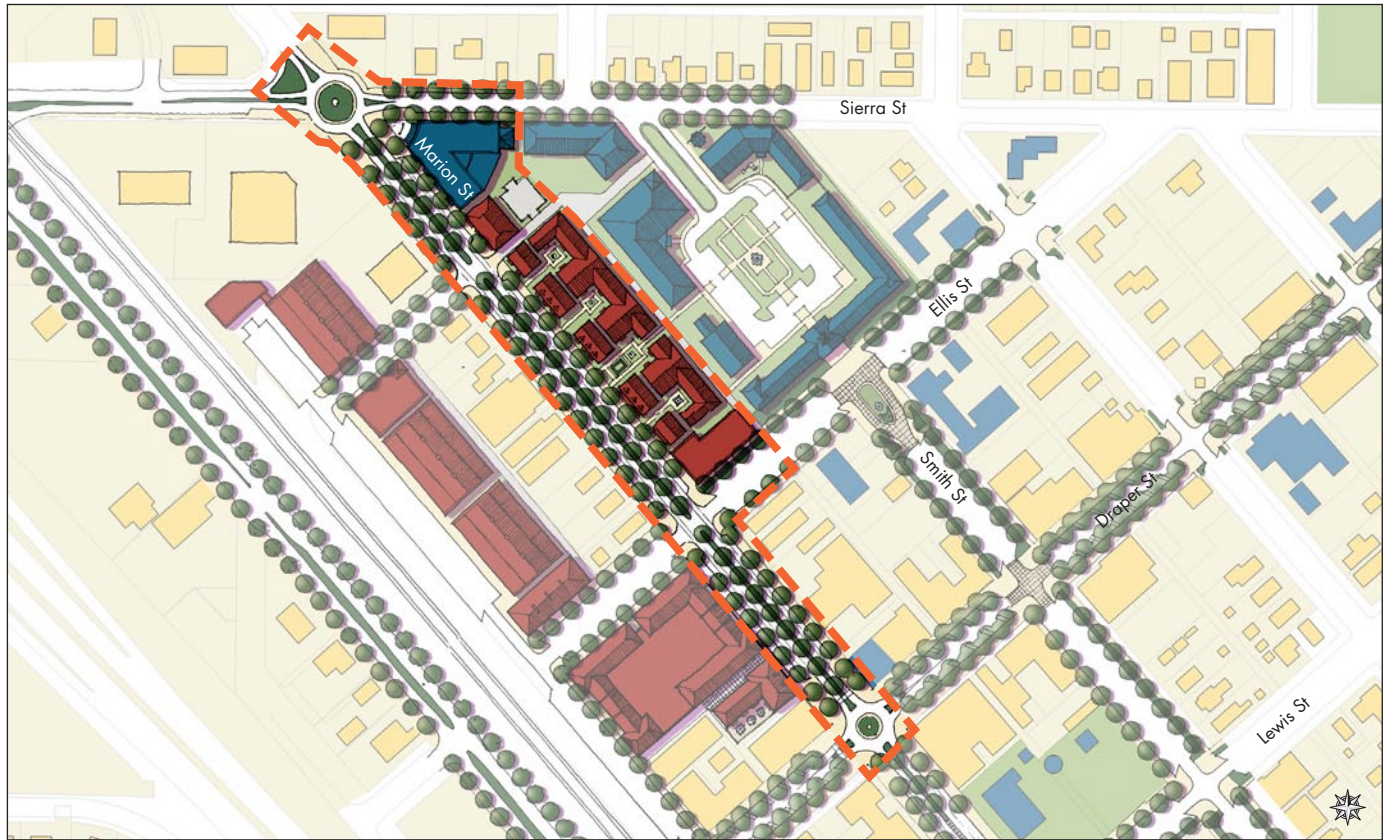
Design Principle 1: Establish Well-Designed Entryways along Principal Access Routes to the Historic Core

Kingsburg’s Downtown Swedish Village is a unique environment that serves residents and provides a regional attraction. During the charrette the design team examined ways that primary routes into Central Kingsburg can be improved to increase downtown visibility and identity. The resulting recommendations are intended to help signal arrival to a special area for visitors and tourists, assist with wayfinding and orientation, and help maintain the centrality of downtown Kingsburg in the context of the larger city and region.

Marion Street represents an important primary route into the downtown area, connecting it with freeway-oriented commercial uses along Sierra Street and residential neighborhoods to the north via 10th Avenue. With a very wide cross-section and several vacant and underutilized properties, the Marion Street corridor provides a good opportunity for new development that is cohesive and provides a strong, pedestrian-oriented transitional link to the City’s historic core.

The design team also considered improvements to the intersection of Smith Street and 18th Avenue as a primary entry point from the south and east, and the three-way intersection of Sierra, Draper, and 18th as a primary entry point and connector to neighborhoods from the northeast.

Above: Bird’s-eye view of Kingsburg looking northeast across the town, highlighting the primary travel routes into the central portion of the city and the proposed development along the routes.



Marion Street

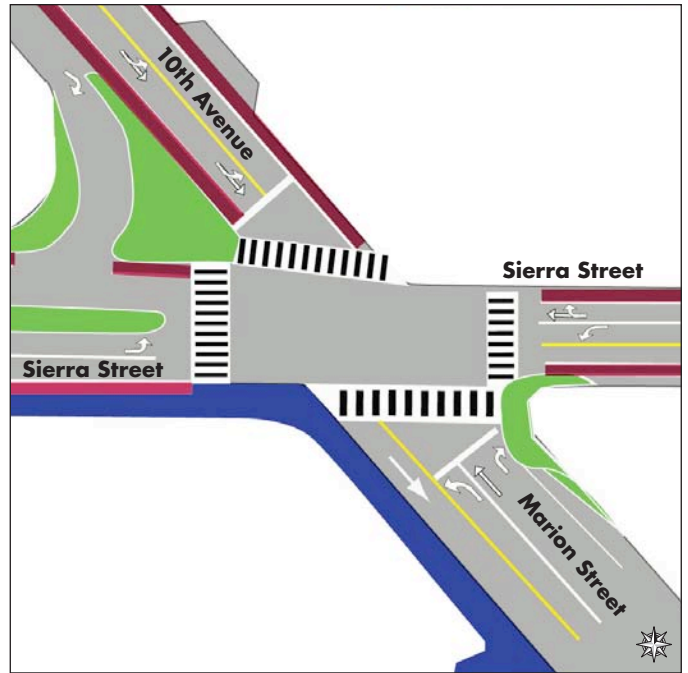
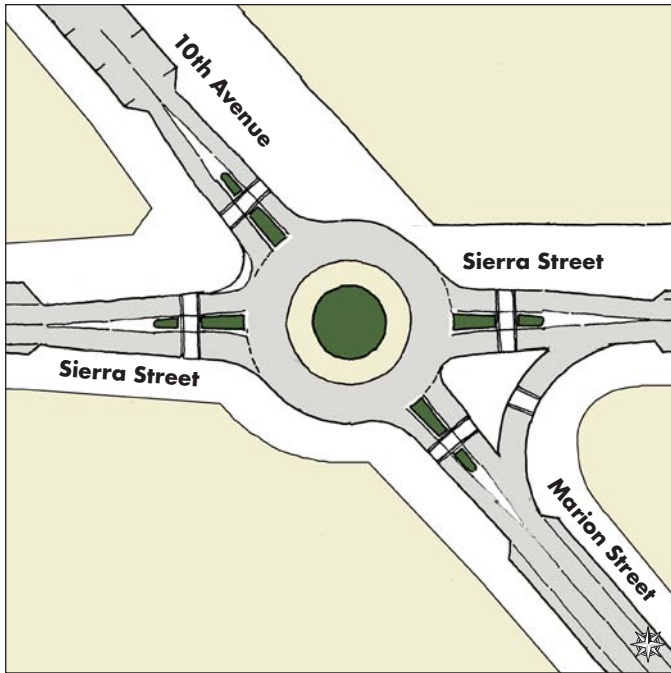
Downtown Kingsburg lacks visual and physical connections to surrounding routes. Downtown buildings, storefronts and other distinguishing features are generally not easily visible from Highway 99. Charrette participants informed the consultant team that visitors and tourists stopping in Kingsburg often patronize service-oriented business at the Sierra Street/Highway 99 interchange but are often quickly on their way, as there is little draw toward the downtown area.

Improvements to the Marion Street corridor can encourage a continuous pedestrian-oriented environment between Sierra Street and Draper Street, and provide a fitting entry into the central Village from Highway 99. New, mixed-use development along Marion should be developed with high-quality urban frontage, carefully crafted to enhance the pedestrian experience and provide new opportunities for residential, commercial, and civic uses.

Key

- Existing Civic Institutions
- Proposed Civic Institutions
- Existing Structures
- Proposed Development

Above: Illustrative plan of proposed north Kingsburg Gateway highlighting a mixed-use civic building at the intersection of Sierra Street and Marion, a mixed-use development adjacent on the former lumberyard site, and improvements to the Marion Street corridor, including roundabouts at the intersections of Marion with Sierra and Draper.



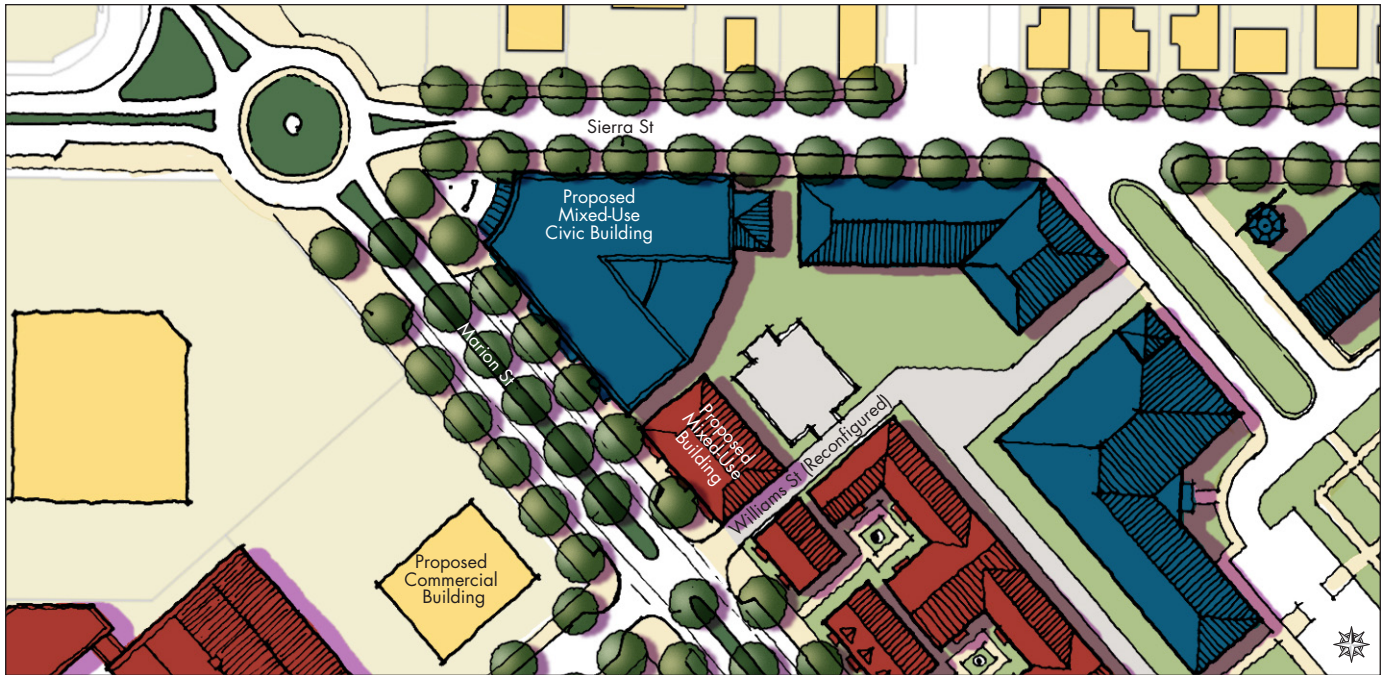
Sierra Street/Marion Street Intersection

The existing intersection at Sierra Street and Marion Street provides a difficult transition into downtown. Recent development along the south side of Sierra and Marion has helped to create a limited sense of scale and enclosure, but the area remains generally automobile-dominated and inhospitable to pedestrians.

During the charrette the design team explored an “Urban Single Lane” roundabout in this location to calm traffic and produce conditions that will enable buildings to be brought closer to the street. Such a roundabout could provide safer and more efficient traffic flow between Marion Street, 10th Avenue, and Sierra Street and provide a location for a special marker informing one’s sense of arrival, such as a fountain or vertical element in keeping with the community’s Swedish Village theme.

Sierra Street currently carries the State Route 201 designation which may limit potential changes to this intersection. Moving the State Route designation from Sierra northward to Mountain View Avenue could provide additional design flexibility in making improvements to this intersection and the Sierra right-of-way. Whether or not it is ultimately redesigned with a roundabout, intersection improvements, at a minimum, should include curb extensions to minimize crossing times for pedestrians.

Above Left: Preliminary roundabout study illustrating conceptual curb profiles and lane locations; Above Right: Charrette study showing conventional improvements to the existing Sierra St./Marion St./10th Avenue intersection.



The southeast corner of this intersection can provide a very prominent location for a new, mixed-use building that appropriately frames entry and forms a gateway into downtown. Such a building could be visible from approaches along Sierra and 10th Avenue. The plan illustrates a three-story, 40,000 square-foot building oriented to frame the street corner that would be appropriate for an important civic use, such as a new main branch library. An additional 15,000 square-foot mixed-use building could also be accommodated along Marion to the south. New development at this intersection would require the redevelopment of the five existing properties as well as a reconfiguration of Williams Street between Marion and Sierra.

Above: Illustrative plan of civic gateway site showing a signature building at the intersection of Marion and Sierra. This site would be appropriate for a new county branch library;



Mixed-Use Development

Several properties along Marion Street are vacant or underutilized. The former lumberyard at the northeast corner of Marion Street and Ellis Street provides a significant opportunity for new development in close proximity to Draper Street. The design envisions a new, 25,000 square foot mixed-use building at the corner of Marion and Ellis housing office and other commercial uses as well as 48-64 residential and live/work units in 2-3 story buildings organized around a series of four courtyards. As downtown Kingsburg grows and evolves, new office space will be imperative to retain existing businesses as well as encourage a retail and restaurant-oriented environment along Draper. New residential uses will help maintain the mixed-use character of the downtown and help support the viability of downtown businesses.

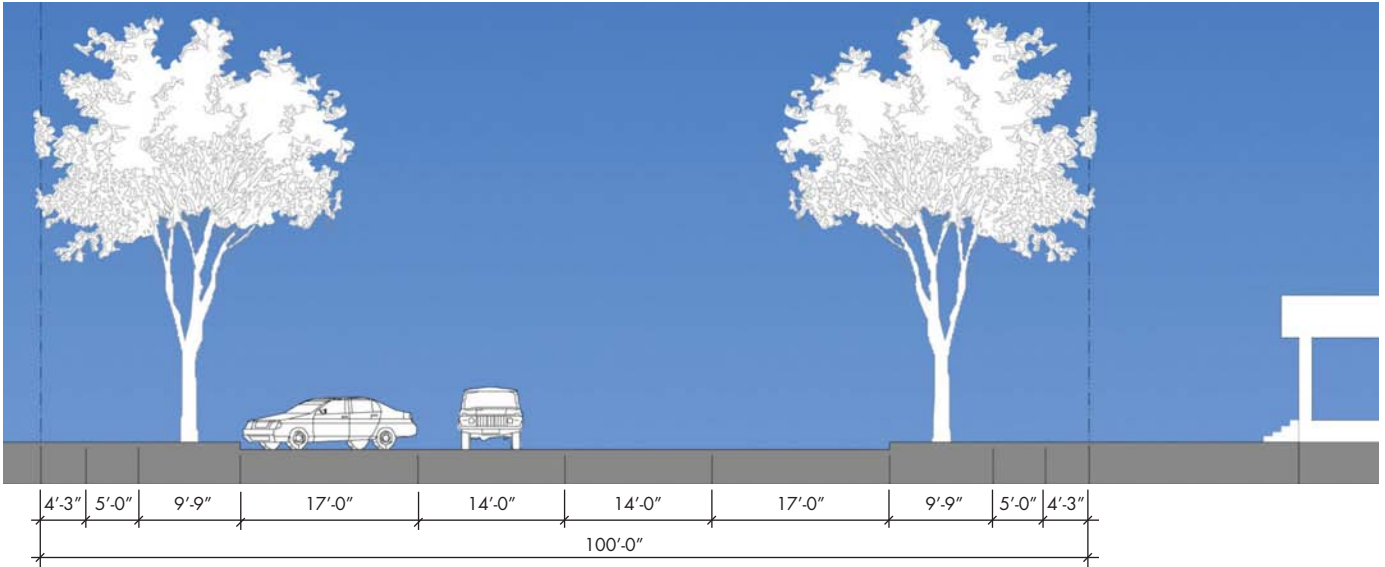
The City should work to ensure that development in this location is carefully designed, compact, and pedestrian-oriented. Off-street parking should be restricted to the rear of buildings to allow maximum frontage on the Marion Street. The existing alley running parallel to Marion should be utilized for primary access to parking areas and parking requirements should be kept to a minimum to avoid unnecessary surface lot size and associated development costs and to ensure a project that is in keeping with the urban quality of a walkable Village.



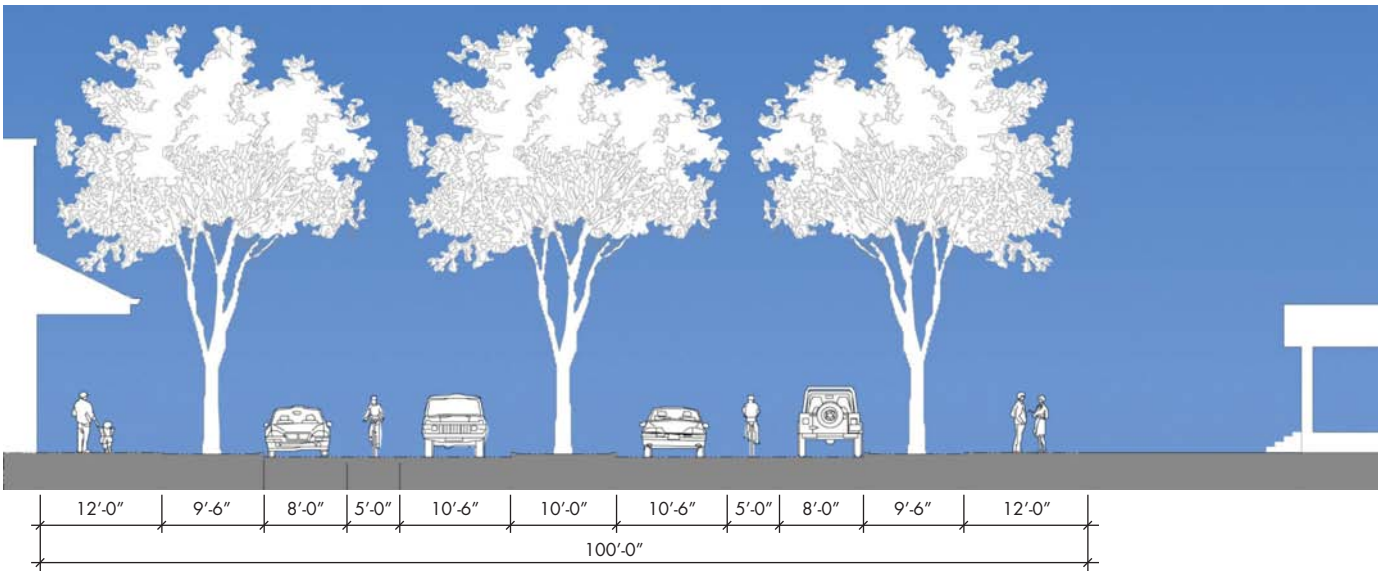
Above: Illustrative view down Marion Street looking north toward Ellis Street with a new mixed-use corner building and live-work/offices further north. Residences could front interior courtyards away from noise and traffic along Marion. Below: Current conditions at the corner of Marion and Ellis Streets.

Marion Street

Existing



Proposed

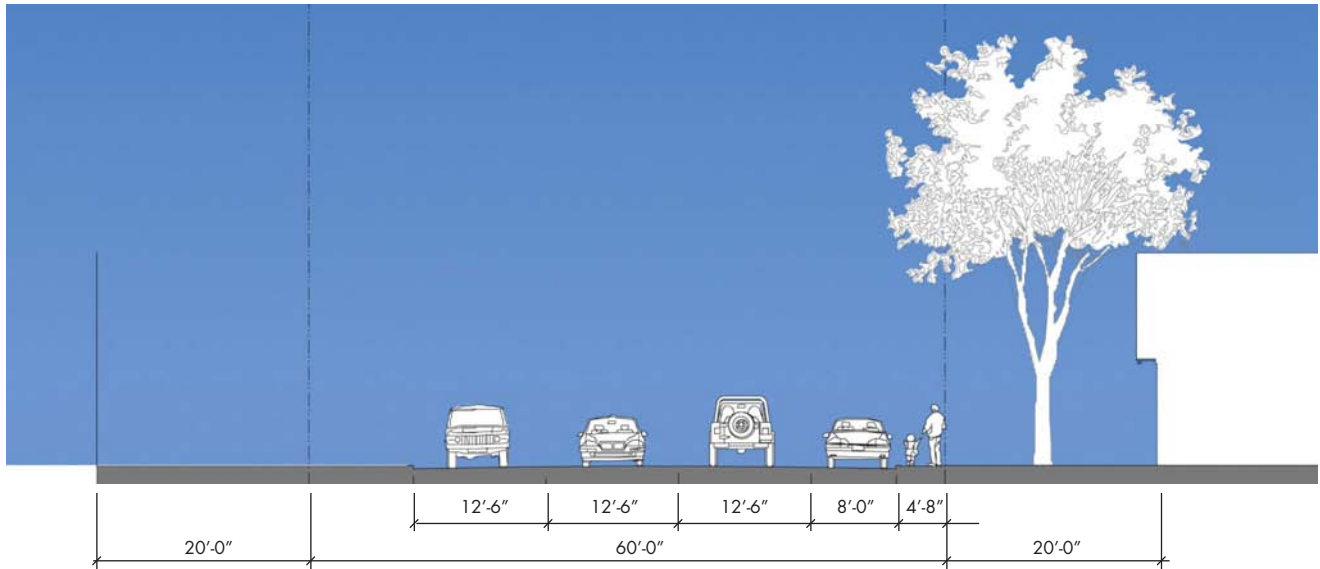


Marion Street is currently 62-feet wide from curb to curb throughout the length of the historic core area. Its wide cross-section provides space to convert Marion Street to a walkable, bicycle-friendly “green street” with a central landscaped median separating one lane of traffic, a bicycle lane and parallel parking in each direction.

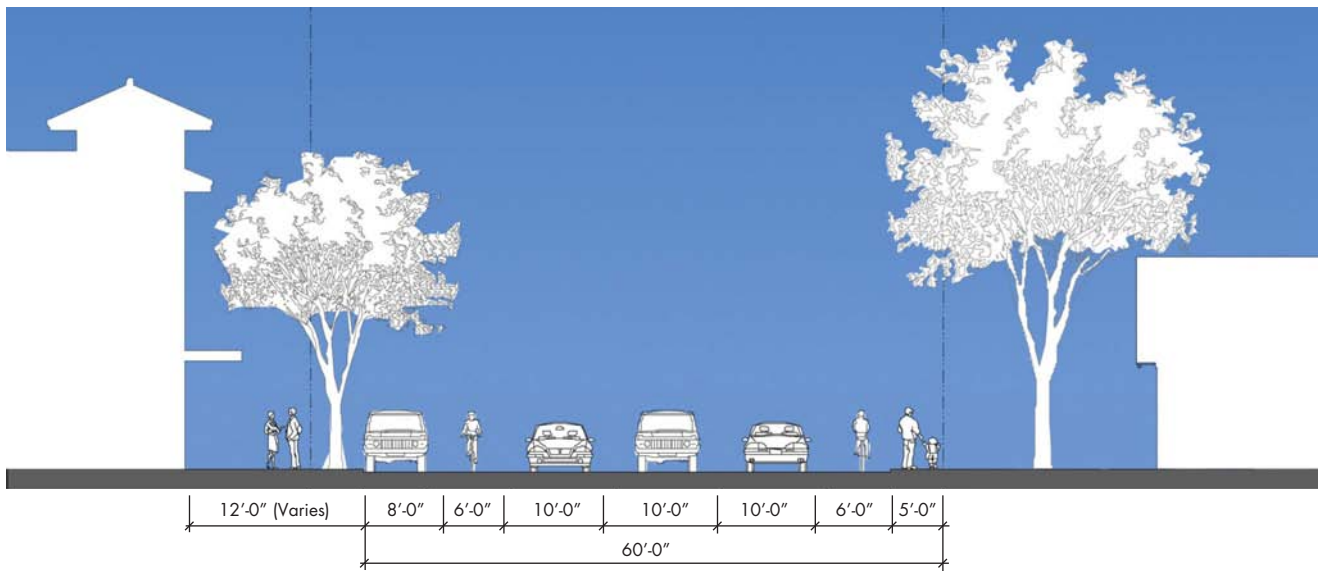
Narrower travel lanes and increased tree canopy will visually tighten the roadway, encouraging slower speeds, and increasing safety for pedestrians and bicyclists. The central landscaped median can provide a unique, identifying trait that signifies entry and arrival into the downtown area. It will also help maintain traffic flow and lane capacity by controlling left-hand turning movements.

Sierra Street

Existing



Proposed



Sierra Street (also State Route 201) provides a prominent “front door” to Kingsburg for motorists traveling from Highway 99 to the west or those using State Route to enter the City from the east. The current street design accommodates one 12’-6” travel lane in each direction, a central turning lane of the same width and parallel parking on the north side. Traffic speeds are high and sidewalks and street trees are inconsistent, creating an inhospitable environment for pedestrians. The design team recommends that travel lanes be narrowed in order to accommodate bicycle lanes in each direction. Parallel parking should be placed on the southern side of Sierra Street as potential retail and civic uses are developed. New buildings fronting Sierra should be built up to a consistent “build-to line” that can provide improved sidewalk amenities along the street’s southern edge.

Additional Gateways

The design team also looked at the three-way intersection of Sierra, Draper, and 18th Avenue and the intersection of Smith Street and 18th Avenue as key traffic-calming and circulation points in and out of the traditional downtown street grid. “Urban Single Lane” roundabouts were proposed for these two intersections, allowing for safe traffic flow and turning movements and safe crossings by pedestrians.

Sierra Street and 18th Avenue

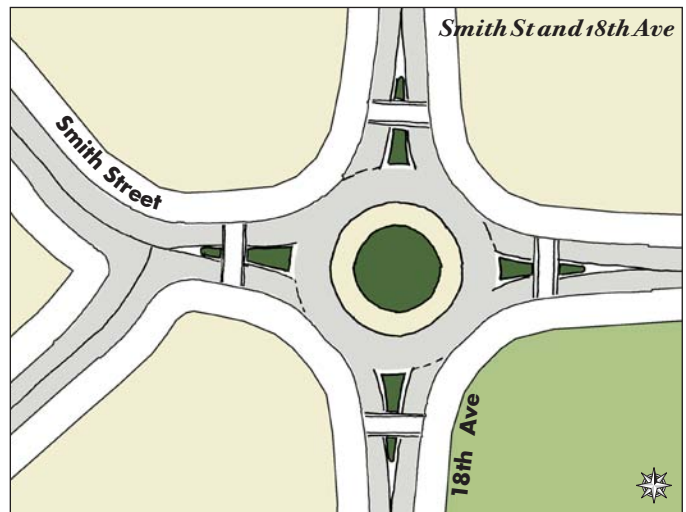
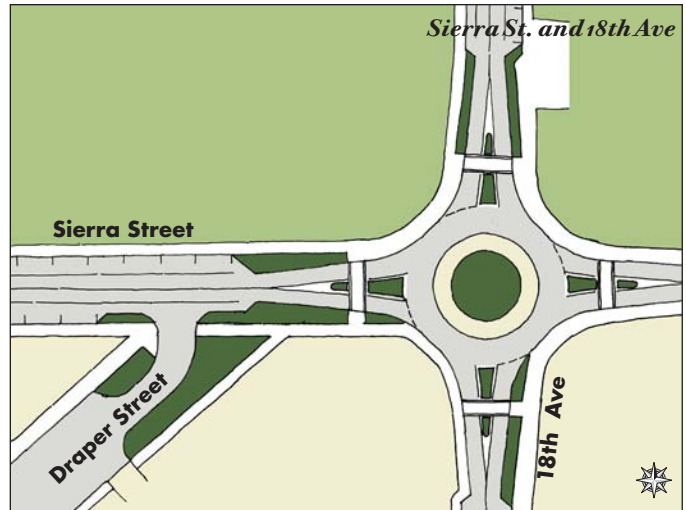
The intersection of Sierra Street and 18th Avenue has a large amount of pedestrian traffic traveling to and from the high school. The roundabout is designed to slow vehicles while maintaining consistent traffic flow. Students and motorists can circulate without long queuing and delays associated with signals. Because the crosswalk is behind the merging point, pedestrians have greater visibility by vehicles approaching the roundabout. Furthermore, median splitter islands provide pedestrians with a central refuge while crossing the street.

18th and Smith Streets

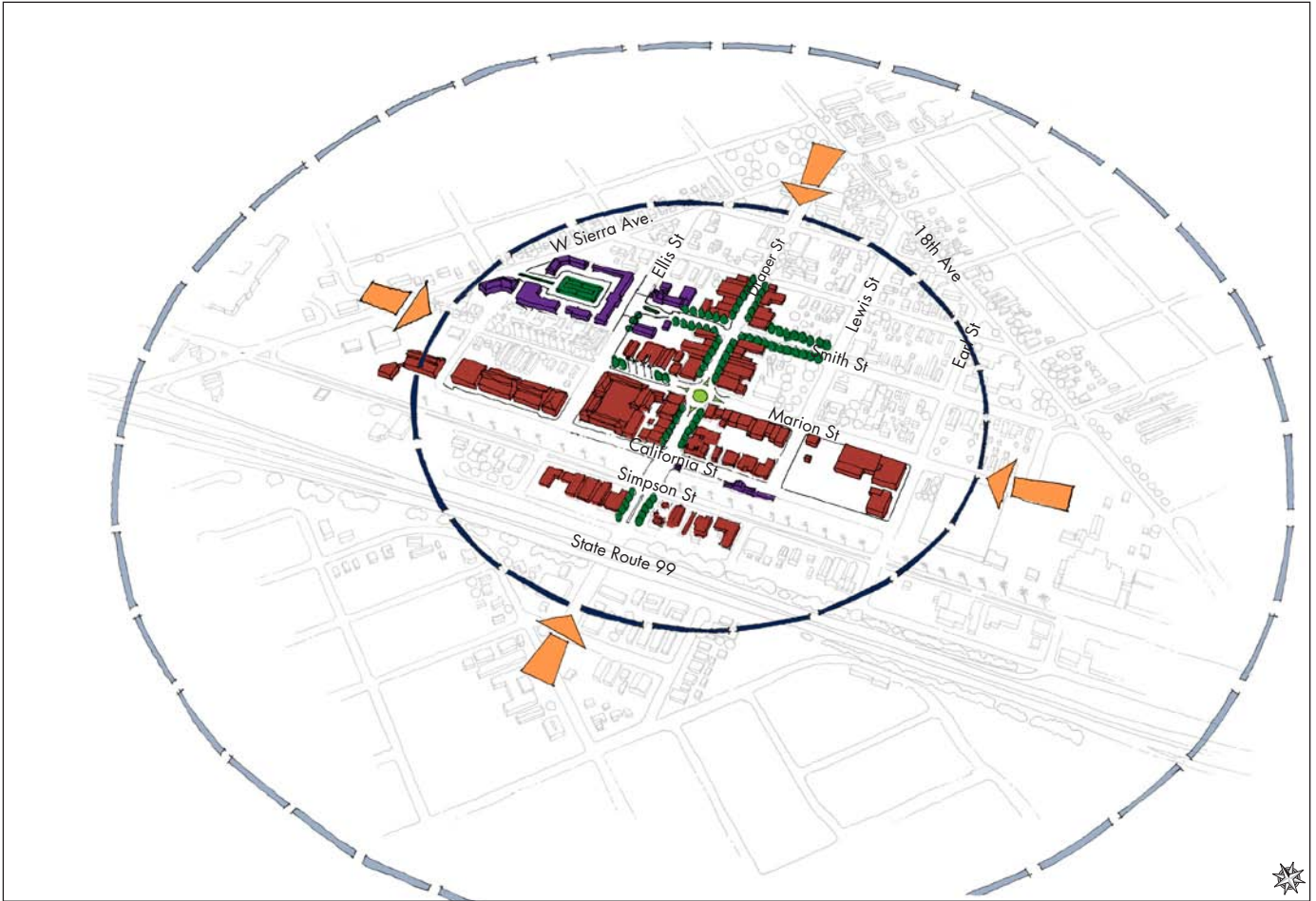
Proposed as the southern gateway into the city from the southern exit off Highway 99, the roundabout at the intersection of Smith and 18th Avenues would celebrate the terminus of Smith Street and provide the ease of a left turn onto Smith and improved connections to Draper Street.

18th Avenue marks the first north-south street that intersects the historic Kingsburg grid. As traffic continues to grow along 18th, crossing from Smith Street to Mariposa Street will continue to be a problem for those traveling to and from Washington and Lincoln Elementary Schools. A roundabout in this location would improve this difficult and dangerous connection by reducing traffic speeds and increasing driver caution as motorists approach the intersection.

“Urban Single Lane” roundabouts can typically be designed to accommodate trucks and other large service vehicles with a wheelbase of 50’ or greater, and can accommodate continued truck movements along 18th Avenue. Further study of a roundabout in this location can help identify proper sizing and ensure continued access to nearby industrial properties.



A Compact Town Center



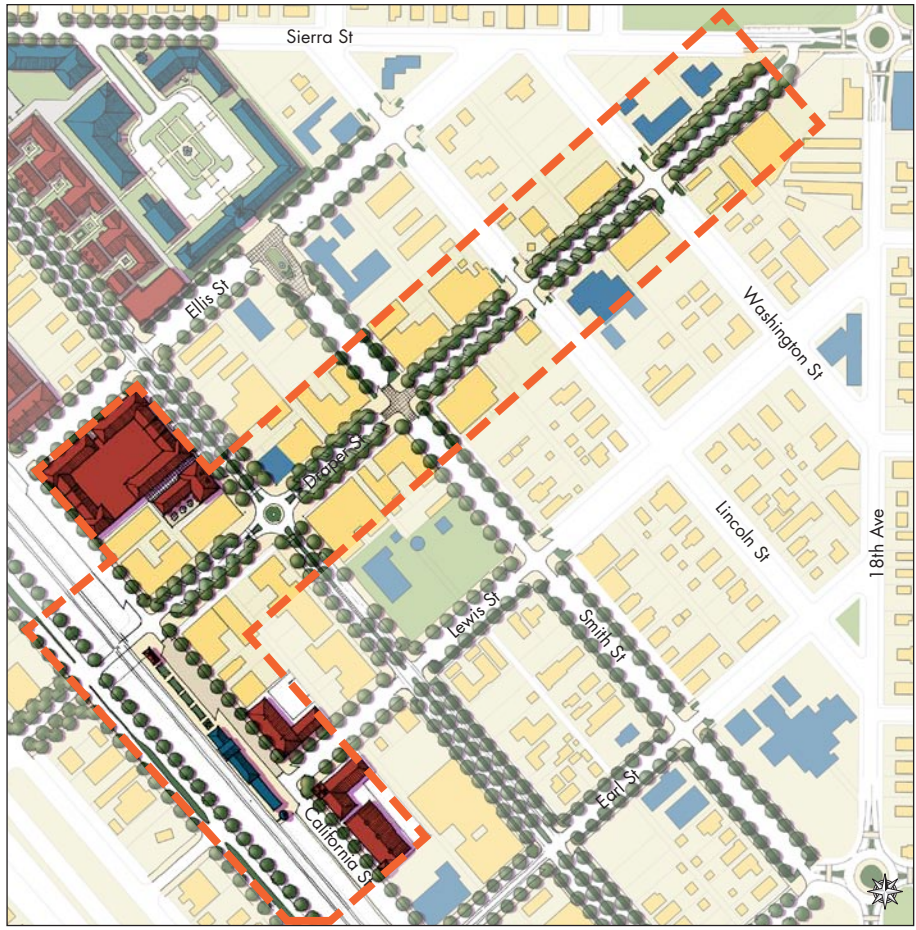
Design Principle 2: Support and Maintain a Compact, Walkable, Accessible Town Center

The retail environment of the “Swedish Village” along Draper Street provides a unique shopping experience for residents and visitors alike. The area includes many buildings of historic merit as well as businesses that reflect the distinct character of the community.

Despite its unique character, downtown Kingsburg has struggled to keep pace with competing retail districts in the region. Many retail anchors have left the downtown in recent years, and historic buildings are aging and in need of renovation and repair. During the charrette the design team explored ways that physical improvements to downtown Kingsburg can help maintain its centrality and significance in the City and the region.

This section outlines strategies that should be pursued to sustain a healthy, vibrant, mixed-use center in Kingsburg, including public realm improvements along Draper Street and California Street, the eventual adaptive re-use of the Washington School as a Civic Center, and the promotion and development of new downtown anchors.

Above: Bird's-eye view of Kingsburg looking northeast across the town, illustrating the central commercial core in relationship to the larger downtown area. The rings represent a five-minute and a ten-minute walk extending from the center of town at Draper and Marion Streets.



Draper Street

Draper Street provides a fairly continuous, pedestrian-oriented retail environment between California Street and Lincoln Street, with additional commercial uses and institutions west of the railroad tracks to 10th Avenue and east of Lincoln Street to Sierra Street.

During the charrette the design team noted that Draper Street has a very wide cross section, with 75’ of pavement dedicated to one travel lane in either direction and diagonal parking. This wide cross section contributes to unsafe speeds along Draper and makes pedestrian crossings difficult. It also accommodates illegal u-turns that create further opportunities for conflict between automobiles, and between automobiles and pedestrians. Sidewalks along Draper are relatively narrow, and street trees, although present, are often too close to building facades to grow to heights tall enough to provide significant shade.

Despite fairly recent improvements to intersections along Draper, including curb extensions and landscaped planter boxes, the street is in need of renovation, with a very high crown and potential problems ensuring ADA access in some locations.

Central Kingsburg Revitalization Plan
Opticos Design, Inc.

Key

- Proposed Development
- Civic Institutions
- Existing, Other

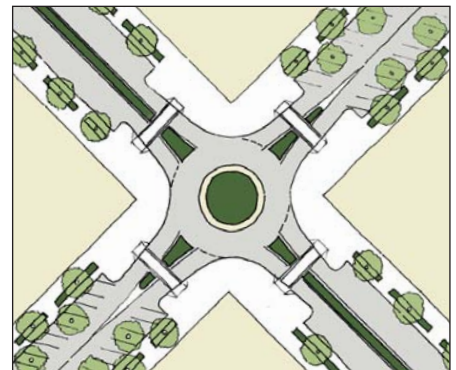
Above: Illustrative vision plan illustrates potential long-term improvements along Draper Street. A roundabout at the intersection of Draper and Marion Streets marks the center of town.



The City should work to encourage an improved retail environment along Draper, particularly between California and Lincoln Streets. Travel lanes should be narrowed, providing additional space for wider sidewalks and improved landscaping. As the drawing above illustrates, the expansion of sidewalks can provide a transitional zone between parking areas and the pedestrian “walk/talk” through area of the sidewalk. This area would work well as a dedicated space for outdoor seating for restaurants and cafés, and encourage the further growth of the downtown restaurant cluster. It could also provide space for outdoor merchandise displays, specialized landscaping, and structured seating for public events and parades. Trees placed in wells between diagonal parking spaces can provide a consistent shaded canopy for the street.

An “urban compact” roundabout at the intersection of Draper and Marion Streets would work well with the medianized design for Marion, provide an opportunity for safe u-turn movements along Draper, and provide a fitting design for such a prominent intersection. The roundabout could feature a water fountain, landscaped flowering bed, or even a monument in keeping with the theme of the Swedish Village. It could also accommodate the seasonal Christmas tree during the holiday season.

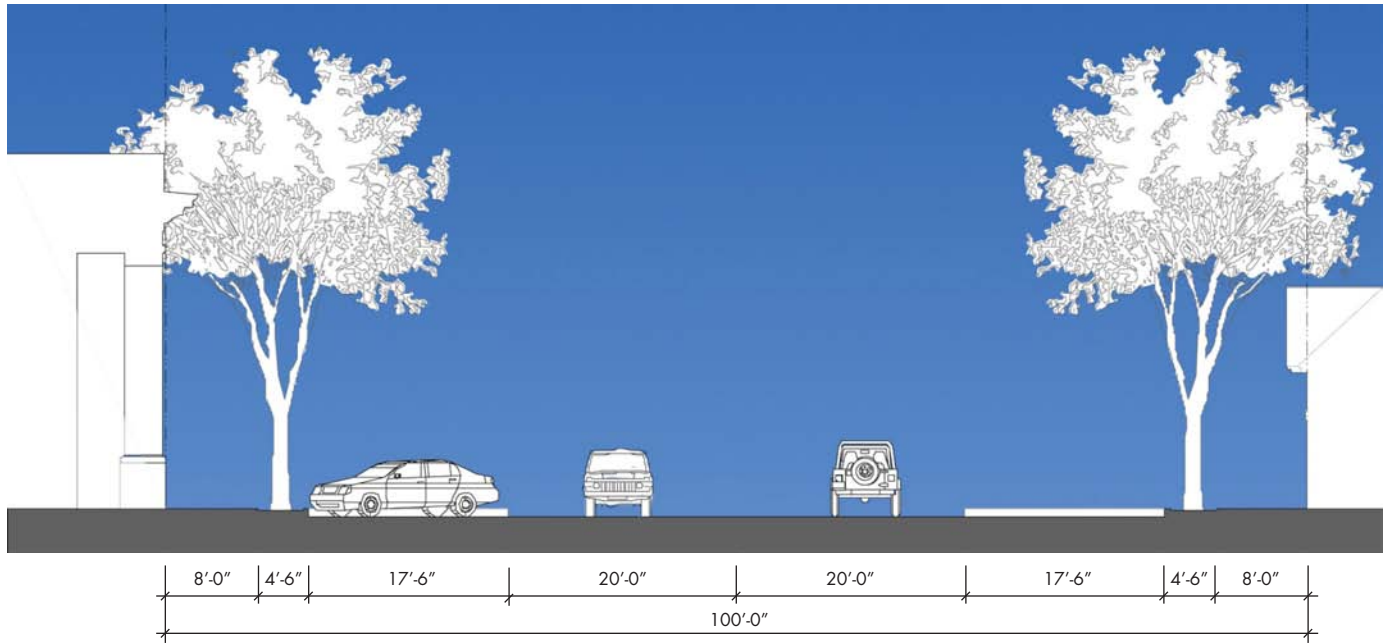
The intersection of Smith and Draper Streets should also be improved. During the charrette the design team explored the possibility of “tabling,” or raising the intersection to the level of the sidewalk in coordination with renovation of the existing curb extensions and landscaping. Sidewalks at the intersection would be separated by bollards, allowing pedestrians to cross the street at grade. Special pavers in the intersection would assist to remind vehicles they were passing through a special area that dictates caution and slow speeds.



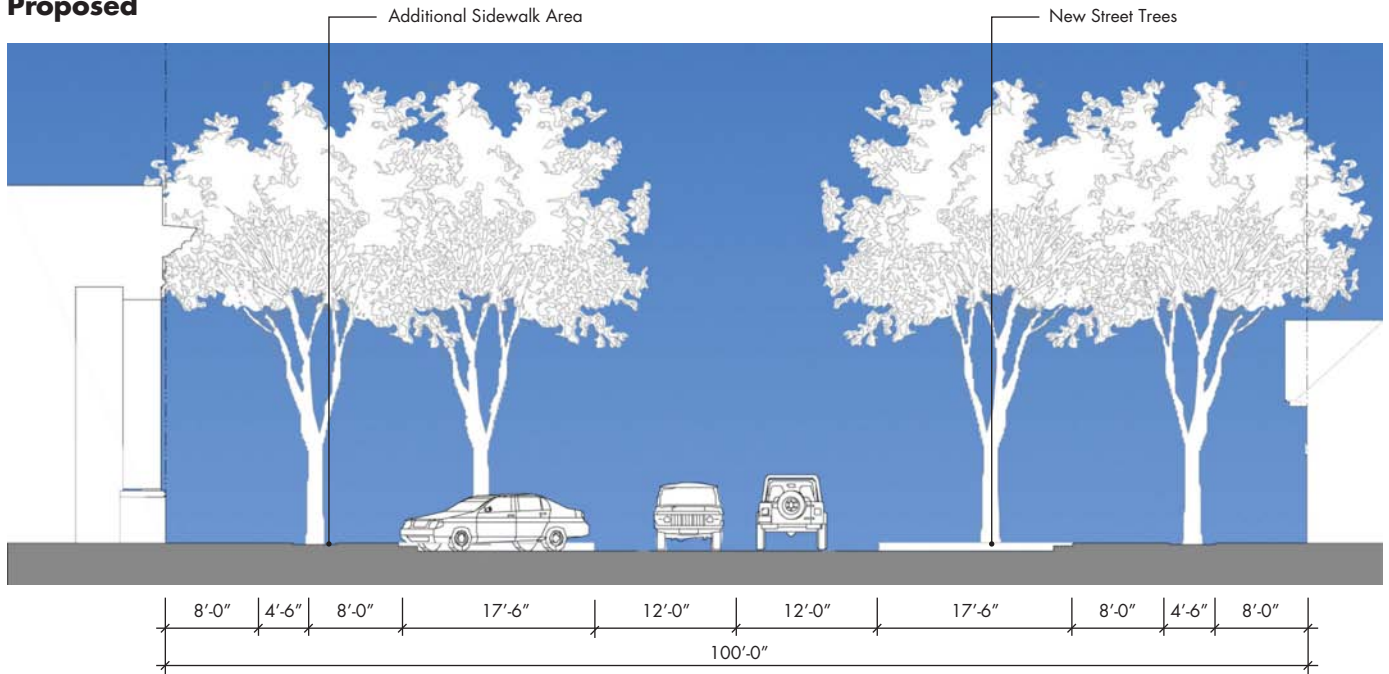
Above, top to bottom: Illustrative view looking east along Draper showing street improvements; View of Draper Street today; Concept design for a roundabout at the intersection of Marion and Draper.

Draper Street

Existing



Proposed



The section proposes to narrow the drive lanes on Draper Street from 20 to 12 feet. Decreasing the width of the street provides up to 8' to widen the sidewalks, allowing for outdoor cafe seating and planting strips. New tree wells should be added every third parking stall, creating a lush and dense canopy for both roadway and sidewalks. By converting the angled parking from 45 degree parking to 60 degree parking, no spaces are lost.



The Depot Plaza

The Friends of the Historic Kingsburg Depot are currently working to renovate the historic Kingsburg Depot on California Street between Lewis and Draper Streets as a “Living Museum and Learning Center.” The facility will provide historical education programs that will provide a new center of activity along California Street.

California Street has very limited traffic and presents a good opportunity for treating the block between Lewis and Draper Streets as a public space that can build upon the energy of the renovated depot. The city should encourage the renovation of the former hotel building at the northeast corner of California and Draper, and explore the feasibility of a new boutique hotel in this location. If tour buses can be brought back in numbers to the Swedish Village, it would become an ideal location for the pickup and drop-off of visitors.

The street should be rebuilt as a plaza that could be temporarily closed to traffic for special events. The existing farmer’s market held at the corner of Smith and Draper streets could be relocated to this location to increase visibility and accessibility. A small open air market stand at the southern corner of Draper and California Streets could serve to complement and define the space. Serving as a daily farmer’s market, the stand would add a presence along Draper Street and act as a visual marker for tourists returning to the station.

As the area continues to improve the City should work to encourage the development of new, mixed-use infill buildings on vacant lots along California Street.



Above top to bottom: Illustrative view of California Street at Draper Street, including a renovated hotel at the corner of California and Draper, a dedicated area for tour buses, and a new market pavilion adjacent to the depot; California Street today.

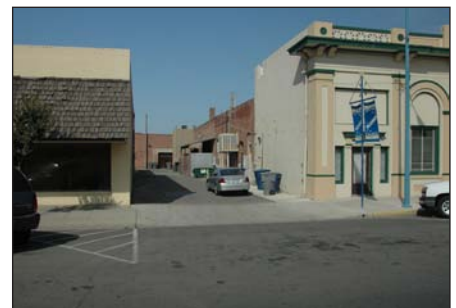


Downtown Alleys

Kingsburg’s original downtown grid includes narrow alleys that run perpendicular to Draper Street. In some areas they are as narrow as 14-16 feet in width. Several of these alleys have already been converted to pedestrian lanes connecting Draper with parking areas behind Draper Street businesses.

The City should work to encourage the continued development of downtown’s alleys, and maintain them for public use and access. During the charrette the design team discussed improvements to several alleys, including the L-shaped alley that runs between Marion and Draper Streets behind City Hall. Several community members suggested this alley as an appropriate location for a market specializing in Swedish and/or local handicrafts. The design team suggested that the community could work with Kingsburg’s Sister City of Sunne, Sweden to provide authentic Swedish artifacts to build such an endeavor.

The alley system in Kingsburg can also provide outdoor seating areas during business hours, while allowing loading and servicing to occur before and after hours.



Above top to bottom: Illustrative view of Alley reuse behind current City Hall along Marion Street; The alley today.



Kingsburg Movie Theater

During the charrette a movie theater was discussed as one potential project that could provide a new retail anchor for the downtown area. A movie theater could complement the growing number of eating establishments and encourage retail patrons and tourists to remain downtown in the evening hours. The design team studied the grouping of vacant and underutilized properties at Ellis and Marion Streets, including the surface parking lot, as a potential location for a downtown theater.

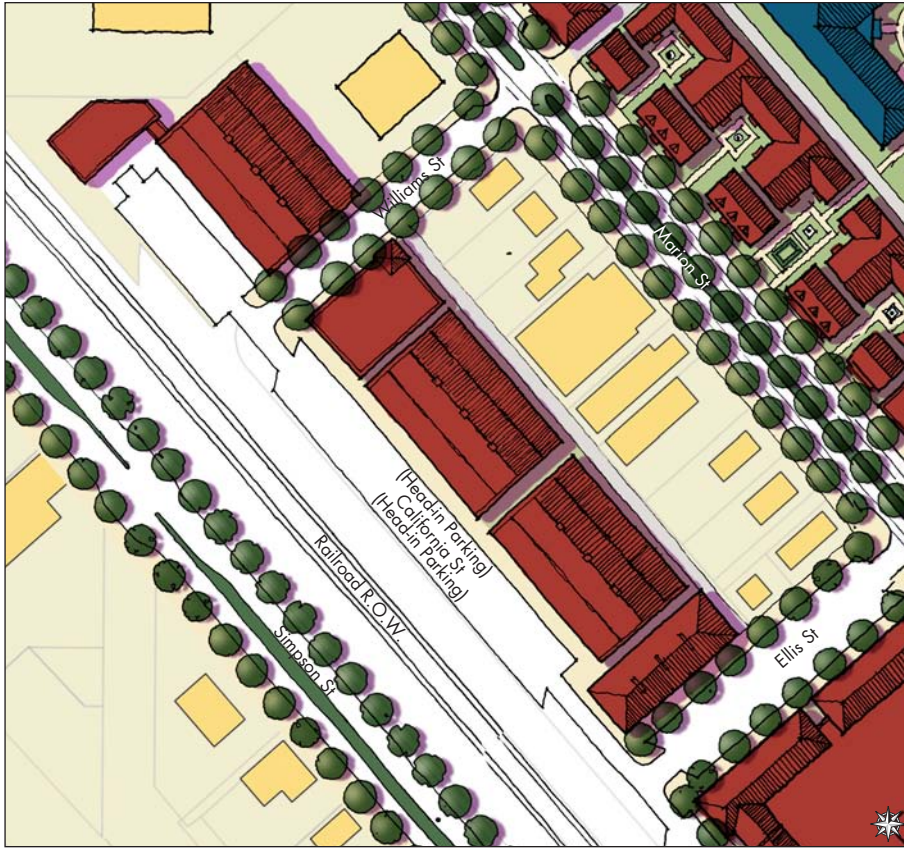
The theater could be oriented with a primary public entrance and lobby located at the intersection of two pedestrian “allées,” and could be accessed directly from Draper Street as well as through a gallery or paseo from Marion Street. The main body of the theater should be oriented to the interior of the block and lined with 2-3 story mixed-use buildings housing retail, office, and residential uses.

Initial studies suggest that a 6-8 screen cinema could be accommodated on the block lined by 28,000 square feet of retail, office, and residential uses. This buildout would assume that the majority of parking for the theater could be provided in off-site locations and along the street, as the cinema could easily share parking spaces with daytime uses in the area. A more modest, 3-4 screen theater could also be accommodated if the western half of the property was given over to a surface parking lot accommodating approximately 75 spaces.

Central Kingsburg Revitalization Plan
Opticos Design, Inc.



***Above Left:** Illustrative plan showing potential layout of a movie theater at the intersection of Marion and Ellis Streets. The main entrance could be placed at the intersection of two short pedestrian ways connecting to Draper and Marion. A 5,000 square-foot restaurant on the current surface parking lot and a 4,500 square-foot “food court” could provide pre- and post-film activities for patrons. **Above Right:** Two movie theaters appropriate for study for downtown Kingsburg - a new downtown cinema that integrates other commercial uses in Stockton, CA, and a historic theater in downtown Salinas, CA.*



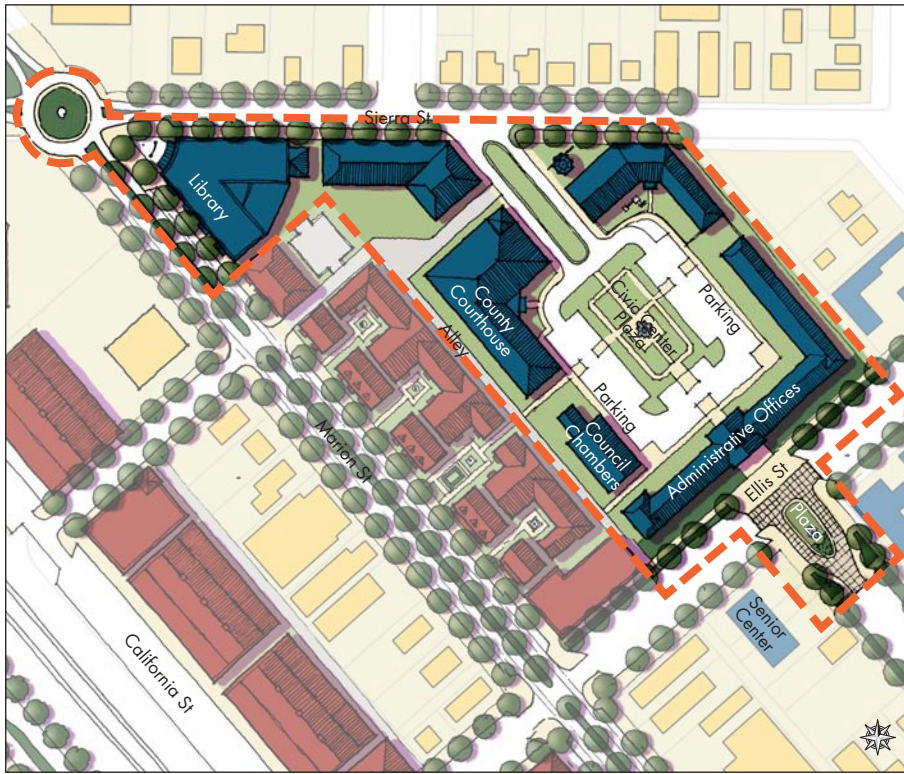
Business Incubation District

The design team also explored potential uses for the underutilized and vacant properties along California Street and the railroad right-of-way. The City should work to encourage office uses in this area that are suitable for close proximity to the railroad. New offices in this location could increase the daytime population downtown and provide new opportunities for local businesses to retain a downtown address away from Draper Street. These buildings could also be conceived as “incubators” that provide simply-constructed, entrepreneurial office space in a shared environment at more affordable rates.

Buildings could be oriented to front a reconfigured California Street right-of-way that could accommodate diagonal and head-in parking along the street. Studies completed during the charrette illustrated the potential for 95,000 square feet of office uses organized in 2 to 3-story buildings.



Above Left: Illustrative plan showing potential layout of “incubator” office buildings along California Street; Above Right: Some examples of office buildings appropriate for this location in Kingsburg.



Kingsburg Civic Center

As the population of Kingsburg grows, Washington School will soon become too small to accommodate the early elementary school grades. Kingsburg’s expansion to the north will ultimately bring new schools to the district. The City has expressed an interest in converting the school into a new Civic Center. This adaptive reuse of the school would provide the City with an appropriate civic building and land in the heart of the city.

The plan for the Civic Center has been designed to have a presence on four prominent streets, including the gateway into Kingsburg at Sierra and Marion Streets. The Center could incorporate all of the city administrative offices (located in the current school building), City Council Chambers (located in the current cafeteria structure), as well as a new County Courthouse, relocated from its current location at 1600 California Street. A new library facing the roundabout at the northwest corner of the Center would anchor the intersection and mark an important transition from Sierra Street to Downtown Kingsburg.

Public gathering places should be incorporated into the design to facilitate conversation and outdoor meetings. A small central plaza at the intersection of Ellis and Smith Streets would serve the church, senior center and City Hall. A larger Civic Center Plaza functions as a courtyard within the Civic Center, accommodating parking as well as public gatherings.

Clockwise, from Left: Illustrative plan of Proposed Civic Center; View down Ellis Street toward proposed City Hall; Axial view of current Washington School (proposed City Hall).

A Well-Connected Network

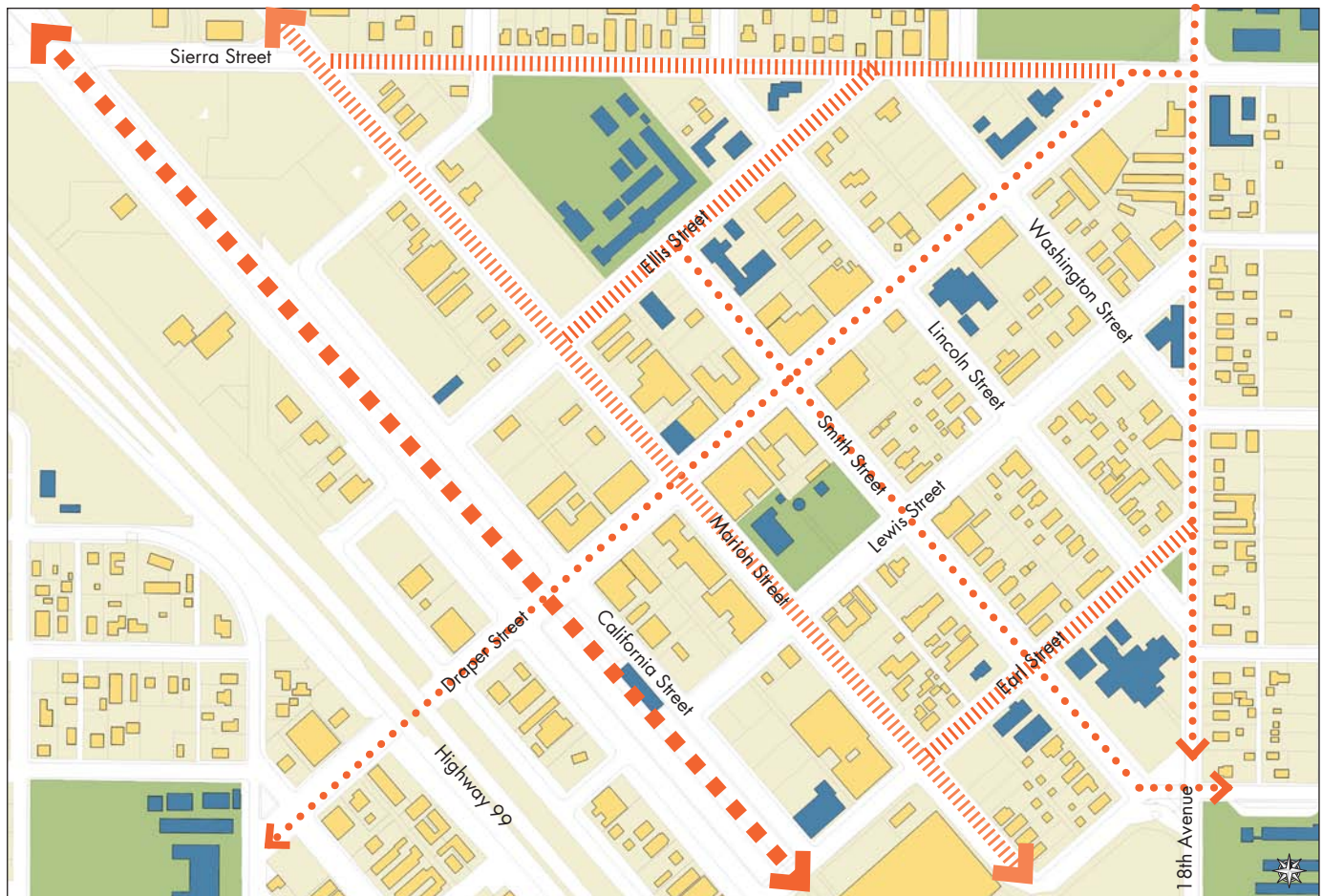


Design Principle 3: Provide and Maintain a Safe, Well-Connected Network for Bicyclists and Pedestrians

Kingsburg’s historic core has schools at both ends of Smith Street and Draper Street. Schools are the visual terminus in each direction from the center of town. This has established public institutions and open spaces within walking and bicycling distance from every point relative to the historic downtown neighborhoods. The plan calls for building on this framework of connected public spaces by strengthening the network of sidewalks, adding bicycle lanes and shared lane routes, and making major intersections more pedestrian-friendly. These improvements should ultimately be extended beyond the historic core to the neighborhoods that surround downtown.

This network can provide safe, alternative routes to schools for parents and children, as well as provide safe access for City residents to patronize businesses along Draper. It can also provide an alternative means to auto-oriented travel across town that promotes health and exercise.

Above: Bird’s-eye view of Kingsburg looking east across Highway 99, highlighting the primary travel routes for bicyclists and pedestrians into the central portion of the city.



Downtown Pedestrian and Bicycle Opportunities

Due to limited connections across Highway 99 and the rail line, Sierra and Draper Streets represent the best opportunities to encourage pedestrian and bicycle movement in the east and west direction across the city. 18th Avenue provides an overpass to Highway 99 and should also be considered for bicycle lanes to facilitate north-south travel.

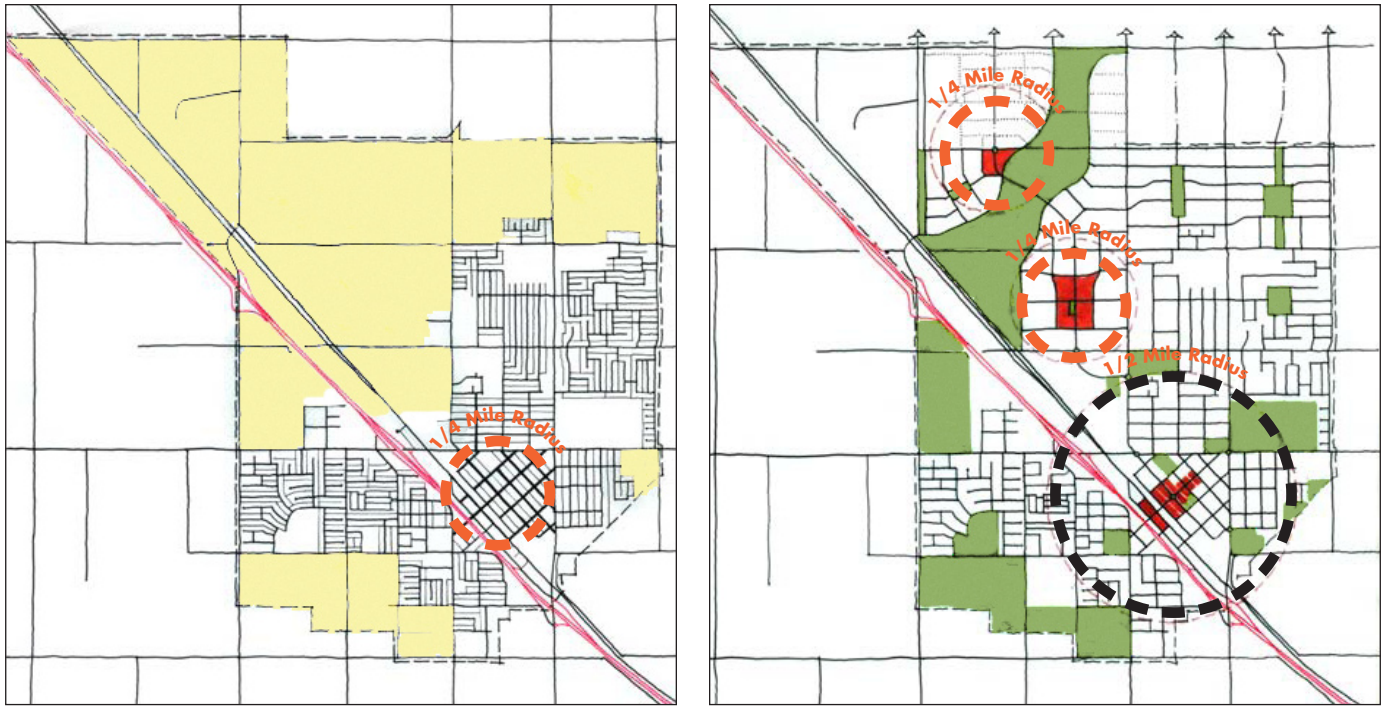
As discussed previously, new bicycles lanes, widened sidewalks, landscaping and reduced street widths are recommended on Marion Street. Recommended improvements to Sierra Street include wider sidewalks and bicycle lanes. West of Marion Street, it will be important to improve sidewalks across the rail right-of-way along Sierra.

Ellis Street and Earl Street should be striped with bicycle lanes to provide an alternative to Draper Street for bicyclists traveling east-west. Smith Street should also be considered as an alternative north-south bicycle route.

A dedicated, Class I bicycle trail could also be implemented parallel to the rail right-of-way. A dedicated trail could provide a good recreational opportunity as well as a safe way for bicyclists to travel to Selma and beyond.

Key

- Class I Bicycle Trail
- ⋯ Class II Dedicated Lanes
- ⋯ Class III Shared Lanes
- Existing Civic Institutions
- Existing Structures
- Parks and Open Space



New Development Considerations

In 2005 the City of Kingsburg passed a Growth Ordinance to limit the rate of incoming residential development. The City anticipates that growth will occur at a manageable rate of 115 units per year. Much of this growth will occur in the North Kingsburg Specific Plan Area north of the existing developed area of the City. Although this growth will occur slowly, incoming residents will have an impact on the size and scale of the community as a whole. The City should work to encourage new development that works well to complement the historic core and supports the centrality of the Swedish Village as the community's primary retail environment.

During the charrette the design team looked at general design concepts for land at the edge of the city that is currently undeveloped but anticipated for development in the future. Recommendations included:

- As the city grows, new development should be organized to create new neighborhood centers. The neighborhood centers could be a combination of modest, locally-serving retail, new public service, open space and institutions, such as schools, organized to provide central gathering places for neighborhoods or groups of neighborhoods.
- Neighborhoods should be encouraged to implement open spaces and greenways that can form portions of larger contiguous networks.
- Major bicycle and pedestrian connections should be maintained that connect downtown Kingsburg with its outlying neighborhoods and Selma to the north.

Left: Map of Kingsburg illustrating existing street network overlaid with undeveloped areas (in yellow) that are expected to develop by 2025; Right: Illustrative vision plan for Kingsburg illustrating model development of new neighborhoods, with neighborhood centers (shown with 1/4 mile walking radii in red) and linear greenways. The diagram envisions that 10th Avenue could become a multi-way boulevard to the edge of town and that the existing irrigation canals could provide a form giver for new public parks and community schools.

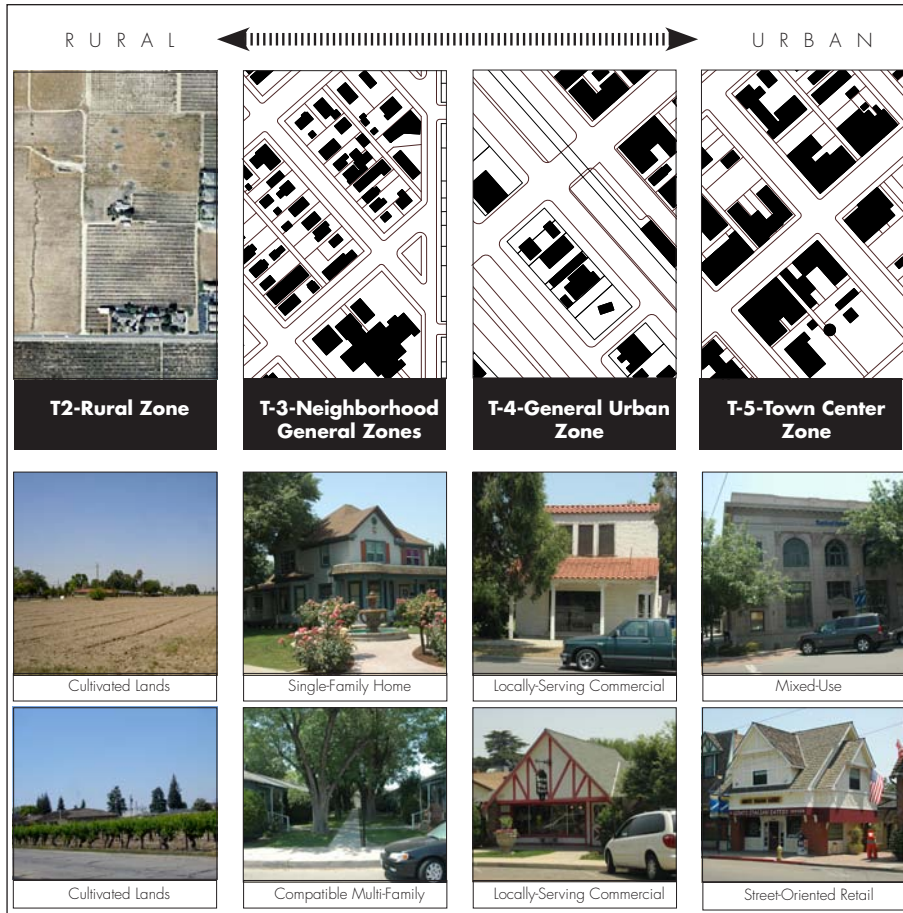


Introduction

The City should consider an implementation plan for downtown Kingsburg that can expand upon the design ideas provided by the community charrette. A Specific Plan could include programming and design development of potential catalyst projects, further development of urban design improvements, financial feasibility studies and market analysis, and a clear delineation of redevelopment project area boundaries. A Specific Plan would also provide detailed development standards to guide the character and quality of new projects.

As new projects are built downtown and elsewhere in Kingsburg, the City should work to ensure that new development maintains and enriches the character of the Swedish Village.

Form-Based development standards, whether within a Specific Plan or as part of a standard Zoning Ordinance, should be used to provide the community with a clear set of clear, predictable standards. During the charrette, Form-Based Coding was discussed as a potential tool to guide new development and preserve historic character within the downtown area, and the design team looked at how a “FBC” might be applied to Kingsburg.



The non-profit Form-Based Codes Institute offers the following definition for Form-Based Codes:

Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes, presented in both diagrams and words, are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development rather than only distinctions in land-use types. This is in contrast to conventional zoning’s focus on the segregation of land-use types, permissible property uses, and the control of development intensity through simple numerical parameters (e.g., FAR, dwellings per acre, height limits, setbacks, parking ratios).

Form-based codes are often based on the concept of the transect, which suggests that places can be organized in varying degrees of intensity, from least urban at the rural edge, to most urban at the center. In the case of Kingsburg, the transect is very apparent and visible in a very short distance moving from the edge of town to downtown. The transect could be used as a tool for determining what new development should be like in order to ensure that it is both appropriate for its location and compatible with the existing community.

***Above:** Transect diagram for Kingsburg produced during the charrette. From left to right, the transect starts at its least urban in the “T-2” zone, where vineyards and farmhouses dominate the landscape. “T-3” or “Neighborhood General” follows, which would comprise most of the Kingsburg community: single family homes and related structures. “T-4” or “General Urban” refers to buildings typically found around the edges of downtown Kingsburg. “T-5” or “Town Center” refers to Kingsburg at its most urban, largely around Draper Street.*



Regulating Plan

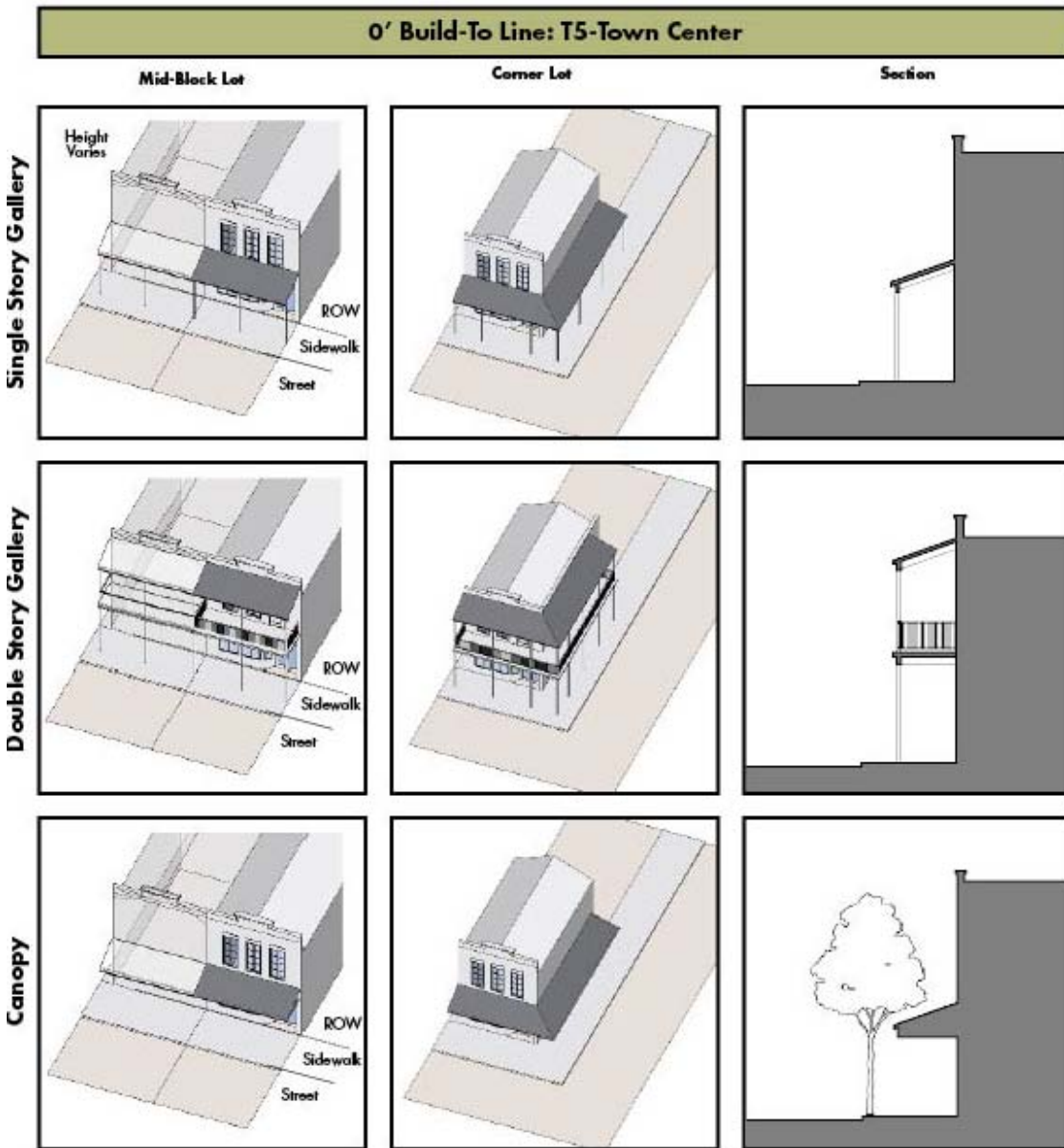
During the charrette the design team explored how a transect-based regulating plan for central Kingsburg might look.

The above diagram illustrates how the Town Center, General Urban, and Neighborhood General zones could be applied to the areas immediately adjacent to Draper Street. The “T-5” or Town Center zone, for example, could be applied to specific areas only along Draper and along side streets which serve the downtown. The zone could have a distinct set of design standards regulating building form, streets, and open space to ensure that it may evolve as a cohesive district, where new development is compatible with historic buildings in the area.

Key

- T-5: Town Center
- T-4: General Urban
- T-3: Neighborhood General
- Open Space

Above: Conceptual regulating plan for central Kingsburg.



Frontage

One concept that a form-based code could regulate is frontage, which would define the way new buildings address the street. In the case of the Town Center zone, a “build-to” line may be set that would require new buildings to be built up to the front property line. The code could make further suggestions as to what types of frontage encroachments would be possible, such as galleries built over the sidewalk.

Above: Frontage diagram appropriate for downtown Kingsburg illustrating frontage types that would be acceptable for new development in the “T-5” zone.

Draft: 01.12.05 Section X.X.X: Section Title

NC: Neighborhood Center Standards

Key
 --- Property Line
 --- Build-to-Line (BTL)
 ■ Building Area

Building Placement		Use	
Build-to Line (Distance from Property Line)			
Front	0'	Ground Floor	Service, Retail, or Recreation, Education & Public Assembly*
Side	0' min.; 10' max.	Upper Floor(s)	Residential or Service*
Street Side, Corner Lot	0'	*See Table x.x for specific uses	
Setback			
Rear		Height	
Adjacent to residential	15'	Building Minimum	16'
Adjacent to any other use	10'	Building Maximum	3 stories
Building Form			
Street Facade Built-to BTL	80% min.	Finish Ground Floor Level	12" max. above sidewalk
Street Side, Corner Lot Built-to	30% min.	First Floor Ceiling Height	12' min. clear
Lot Width	100' max.	Upper Floor(s) Ceiling Height	8' min. clear
Notes			
Street facade must be built to BTL within 30' of every corner. All floors must have a primary ground-floor entrance which faces the street.			
Rear facing buildings, loading docks, overhead doors, and other service entries are prohibited on street facades.			
Any section along the BTL at a street edge that is not built on must be defined by a 4' to 4'6" fence or stucco or masonry wall.			
Mansard roof forms are not allowed.			

2-4 Grass Valley Development Code

Section X.X.X: Section Title Draft: 01.12.05

Key
 --- Property Line
 ■ Parking Area
 --- Encroachment Area
 --- Build-to-Line (BTL)

Parking		Encroachments	
Location			
Distance from Property Line		Galleries	12' max.
Front Setback	20' min.	Upper-Story Balconies	8' max.
Side Setback	0'	Bay Windows	4' max.
Rear Setback	5' min.	Street Side, Corner Lot	
Required Spaces		Galleries	12' max.
Ground Floor	No off-street parking required	Upper-Story Balconies	8' max.
Uses < 3,000 sf		Bay Windows	4' max.
Uses > 3,000 sf	1 space/500 sf	Rear	
Upper Floor(s)		Upper-Story Balconies	5' max.
Residential uses	1 space/unit; .5 space/studio	Upper-Story Bay Windows	4' max.
Other uses	1 space/300 sf	Frontage Type: Galleries	
Notes		Depth	8' min. clear
Parking Drive Width	15' max.	Height	2 story max.
Notes			
On corner lots, parking drive shall not be located on primary street.			
Shared drives are encouraged between adjacent lots to minimize curb cuts along the street.			
Parking may be provided off-site within 1,300' or as shared parking.			
Bicycle parking must be provided in a secure environment.			
See page x.x for further parking specifications.			
Upper story galleries facing the street must not be used to meet circulation requirements.			
2' max. clear distance between gallery columns and curb.			

2-5 Grass Valley Development Code

Sample Codes

Form-based codes typically include detailed standards regulating building placement, general use, building height, parking, allowable encroachments and frontage types, and allowable land uses. They also often include illustrative drawings intended to direct the character of expected development.

For additional information on form-based codes, please visit the Form-Based Codes Institute's web site at www.formbasedcodes.org.

Above: Typical code pages from a form-based code developed for Grass Valley, California.

Potential Projects Summary

<i>Catalyst Projects</i>	<i>Priority</i>
Design Principle: Establish Well-Designed Entryways along Principal Access Routes to the Historic Core	
Marion Street Improvements	
Intersection improvements at Sierra and Marion Streets	Mid-term
Public Library and Mixed Use Development at the southeast corner of Sierra and Marion Streets	Long-term
Mixed-use project at Marion and Ellis Streets	Mid-term
Improvements to Marion Street between Sierra and Draper Streets including roadway reduction, installation of bicycle lanes, new street trees, central median, and reconfigured parking	Mid-term
Improvements to Marion Street between Draper Street and 18th Avenue including roadway reduction, installation of bicycle lanes, new street trees, central median, and reconfigured parking	Long-term
Sierra Street improvements between Marion Street and 18th Avenue including installation of bicycle lanes, new street trees and landscaping, sidewalk improvements, and reconfigured parking	Mid-term
Additional Gateways	
Roundabout at intersection of Sierra Street and 18th Avenue	Mid-term
Roundabout at intersection of 18th Avenue and Smith Street	Mid-term
Design Principle: Support and Maintain a Compact, Walkable, Accessible Town Center	
Draper Street	
Improvements to Draper Street between California Street and Smith Street, including roadway reduction, installing bicycle lanes, new street trees in between every 3rd diagonal stall, converting 45 degree angle parking to 60 degree angle parking	Mid-term
Roundabout at Draper and Marion Streets, with new landscaping and curb extensions	Mid-term
Renovation of Historic Kingsburg Depot	Near-term
Improvements to California Street between Lewis and Draper Streets, including the implementation of bus parking along the east side, street trees, sidewalk extensions, decorative paving	Mid-term
Construction of an open-air market pavilion at Draper and California Streets	Mid-term
Alley renovation/revitalization between Marion and Draper Streets	Mid-term
Downtown Kingsburg Movie theater at Marion and Ellis Streets	Mid-term
Business Incubation District along California Street between Ellis Street and Sierra Street	Mid-term
Civic Center	
Creation of Civic plaza with intersection improvements to Ellis and Smith Streets including street trees, sidewalk extensions, landscaped splitter, and pavers	Long-term
Civic campus of City Hall (adaptive re-use of Washington School), the County courthouse; and associated internal parking	Long-term
Design Principle: Provide and Maintain a Safe, Well-Connected Network for Bicyclists and Pedestrians	
Downtown Pedestrian/Bicycle opportunities	
Class II dedicated bicycle lanes along Ellis Street between Marion Street and Sierra Street	Near-term
Class II dedicated bicycle lanes along Earl Street between Marion Street and 18th Avenue	Near-term
Class III shared bicycle lanes along Smith Street between 18th Avenue and Ellis Street	Near-term
Class III shared bicycle lanes along 18th Avenue	Near-term
Class I Bicycle Trail along railroad right-of-way or Golden State Boulevard	Mid-term
Other Catalyst Projects	
Downtown Master Plan and Form-Based Code	Near-term
Downtown Redevelopment Plan	Near-term
<p>Near-term=start now (0 to 6 months) Mid-term=start soon (6 months to 2 years) Long-term=start later (2 to 5 years)</p>	

chapter

5

CENTRAL KINGSBURG REVITALIZATION PLAN

Appendix

Charrette Flyer

Plan the Future of Downtown Kingsburg!

COMMUNITY WORKSHOPS

- Work with nationally known planner and photographer Dan Burden to visualize great streets and a vibrant town center.
- Share your ideas with friends and neighbors for preserving downtown character and creating a successful place for shops and services.
- A team of urban design experts will translate your vision into a plan to make Kingsburg a more inviting place to walk, shop, gather and do business.

For more information contact:

Mary Colby, Planning Secretary,
(559)897-5328 or
mecolby@cityofkingsburg-ca.gov

Josh Meyer, Local Government
Commission(916) 448-1198 x310 or
jmeyer@lgc.org

Organized by the Local Government
Commission and the City of Kingsburg
with a Caltrans Community-based
Planning Grant.

Please Join Us!

Thursday, May 10

OPENING TOWN MEETING
➤ 6:00 PM - 8:00 PM

Saturday, May 12

WALKING TOUR &
COMMUNITY DESIGN TABLES
➤ 9:00 AM - 2:00 PM

Tuesday, May 15

CLOSING TOWN MEETING &
PRESENTATION OF PLAN
➤ 6:00 PM - 8:00 PM

All events will take place at
Washington School Cafeteria
• 1501 Ellis Street

Food & refreshments provided!



**Local
Government
Commission**

Focus Meeting Attendees

Mike	Henenfent	Chamber
Leland	Bergstrom	Mayor
Jesse R.	Chambers	Kingsburg Chamber of Commerce
Ralph	Garcia	EDC
June	Hess	Svensk Butik
David	Karstetter	City Council
Larry	Lungren	Kingsburg Realty
Jolene	Polyack	ED
Claudette	Reiser	Chamber
Mary	Colby	Planning Secretary
Darren	Hays	Superintendent/Public Works
Mert	Parlier	Planning Commission
David	Peters	City Engineer
Lennis	Scheline	Transportation Advisory Committee
Jeremy	Schmal	City Engineer's Office
Terry	Schmal	Planning Director
Daryl	Sonksen	Building Official
Don	Woollard	Planning Commissioner
Russ	Davis	Kingsburg Fire
Cruz	Herrera	Kingsburg P.D.
Craig	Kunzler	CHP (Fresno)
Kevin	Pendley	Kingsburg P.D.
Tim	Ray	Kingsburg Fire
Gary J.	Rocha	Kingsburg Fire
Jeff	Dunn	Rotary and Police Chief
Larry	Esau	Friends of the Kingsburg Depot
Kari	Johnson	Kingsburg Library
Paul	May	Resident
Lupe	Reeder	KCAPS
Ashlee	Winslow	Community Services Coordinator

Focus Meeting Notes

Health and Safety Focus Meeting
Kingsburg City Hall
Thursday, May 10, 2007
8:30 – 9:00 AM

U-turns in the middle of the street for parking pose hazard, collisions with people backing out.

There was a fatality at Lewis and 18th; bicycle and car crash in alleyway.

Need wider walkway. People use the streets for walking, groups of 4 to 5 people.

Trains backup the traffic.

Speeding vehicles downtown.

Highway 99 construction has a huge impact on traffic for the freeway. The City gets used as a bypass at the same high speeds.

Narrow streets can be a challenge for fire trucks. Don't like speed bumps.

In town emergency response time is kept within 5 minutes. 88% of calls are medical as opposed to fire. More accidents occur out of town as opposed to in town. Car accidents tend to be low speed/impact - occasional pedestrian injury, but not serious.

Already using Opticon lights.

Downtown is the worst in terms of hydrants; spaced too far apart - one on every block, 800 - 1000 ft. between hydrants; everywhere else has hydrants within 300ft.

2 inch pipes need to be upgraded.

Crime not a problem. Some graffiti at memorial park in the restroom. At

City Park some inappropriate conduct in the restrooms. No loitering problems

No cameras are used. Some juvenile loitering at the Savemart, Longs Drugs and Starbucks; no place for kids to skateboard; attempt to get money to get a skate park, but didn't go through.

Outside tourists come here - park at Long's drugs; brings the people downtown; Thursday - Saturday.

Businesses close early in the downtown.

Trucks sometimes come through the downtown.

Administration and Finance
Focus Meeting
Kingsburg City Hall
Thursday, May 10, 1:00 – 2:00 PM

Shopping and Entertainment:

- Need more interesting shops along the downtown.
- Should have retail and restaurants on Draper Street. No insurance places.
- Need variety of stores. Need a one-stop shopping area.
- Need a coffee shop.
- Need a small-scale movie theater.
- Places to hang out downtown at night.
- Currently have a seasonal farmer's market.
- Want a Swedish bakery! Match the Swedish façade.
- Not a lively downtown in the evenings: shops aren't open late, not enough uses available that people want to shop at.

Recreation:

- Recreation opportunities – parks are well used.
- Some kind of fun activity (bowling, driving range).
- Have a swimming pool at the high school.
- Need a recreational facility – continue the partnership with the schools for recreation.

Housing:

- Housing is expensive.
- Rental properties are scarce.
- Senior facility – no assisted living facility.
- Want to maintain little or little growth.

Walkability:

- Too hot for summer. Few trees and vegetation for comfort.
- The hospital will either be renovated or a new hospital will need to be built. A new hospital facility would ideally be located within a walkable distance of restaurants, a Laundromat, flower shop, etc.
- Need nice sidewalks.

- Extremely safe for walking since there is very little crime. Typical to see children unaccompanied or couples walking with strollers late at night.
- Sidewalks are not wide enough (currently have 5 foot sidewalks).
- Need safe mid-block crosswalks because blocks are very long.
- Need sidewalks to be continuous.
- Need to create boulevards.

Character:

- People don't know their neighbors as well anymore. Need block parties, neighborhood watch.
- Maintain the history and the charm of Kingsburg.

Road design:

- Connect the commercial (Safemart, Longs, Walgreens) to the downtown. Make it flow better. Visually connect them.
- Will be repaving Draper Street soon. Need to underground Draper Street utilities.
- Way-finding from the south part of town is confusing.
- Back of the buildings along the alleyways are unkempt.

Other concerns or information:

- Parking is a perceived issue.
- Need to address different generational needs (generational conflict).
- Buildings have absentee landlords.
- Kingsburg is partially a bedroom community for Fresno.
- Very little crime.
- Downtown is not part of the redevelopment district.

**Transportation/Public Works/Planning Focus Meeting
Kingsburg City Hall
Thursday, May 10
2:30 – 3:30 PM**

What are some of the issues and challenges of the downtown?

High-speed rail (setting the track Fresno to Palmdale), light rail, bus routes and connections in the future.

Make the buildings a little safer – seismic improvements.

Cost of reconstruction of streets or sidewalks.

Interested in the “how,” more than the “what” to progress with what they want to see. How to pay for implementation when plans go by decision boards. The civic center concept plan 12 years ago stalled because couldn’t afford it.

Need downtown parking plan.

Mid-clock crosswalk - you can integrate handicap stalls with this crossing.

Tax base goes to Sacramento, not much stays here. Need businesses that generate local tax revenue.

North Kingsburg Specific Plan puts some of the infrastructure improvement costs on the developers.

Growth cap is at 3%.

Maintaining businesses in the downtown a challenge. How to draw other businesses in the downtown is important.

Parking is a perceived issue.

There’s nothing for anyone to do in the downtown for younger people:

- no bars, coffee shops,

- Starbucks, which is near the freeway, is the only late night hang out spot

- o The other coffee shop went out of business; it was never opened late

Streets and conditions: old undersized water lines, drainage issues.

Need good transit facilities; Amtrak, light rail, inner-city bus service. Measure C sales tax money provides a source for alternative transit (light rail, etc.). Express bus in planning stage.

Redeveloped historic depot could become focal point for downtown.

This process will hopefully help mobilize the downtown merchants to bring about improvements. Need redevelopment projects on Marion and to reshape the street. It is an important link to the highway. Draper has been coming back with restaurants, but retail has left and other stores are struggling. Downtown merchants are wearing out. Swedish/tourist theme is not taking off. Would like to generate resources to go with the plan to help implement. Many second stories on historic buildings have been condemned. Hotel is historic, used to be important, connected to r/r operation and old depot.

Need entertainment downtown. Riverpark example in Fresno - entertainment destination.

Need to make Kingsburg more walkable: streets are too wide, sidewalks are too small, sidewalks are not continuous (interrupted by driveways).

Everybody drives their kids to school - traffic nightmare.

Older demographic in Kingsburg, higher proportion of seniors, have specific needs.

35 trains per day cause delays and noise.

Consider mini roundabouts on Draper, no traffic lights.

**Business Focus Meeting
Kingsburg City Hall
May 11, 2007
10:00 – 11:00 AM**

Walkability:

Character

- People here like to walk (people with baby carriages, walking even where there are no sidewalks, walking for exercise).
- The Swedish theme needs to be promoted more.
- People come here for the quaintness, the warmth.
- Kingsburg feels and is safe.
- It's clean, looks nice.
- Known as an upscale community.

Sidewalks

- Moving toward wider sidewalks - increased residential streets from 4' to 5'.

Trees

- Need to move trees out away from the buildings.
- Benches in alcoves to sit in the shade of the tree - seen in Merced.
- Bricks around the trees on the sidewalks was a band aide not a fix.

Shopping

- Give restaurants more outdoor seating.
- Need more window shopping.
- There is a restaurant cluster in the downtown.
- Cannot get businesses to stay open in the evening. Need to open later and close later.
- No Swedish baked goods or meals available.
- Bonus: already have major shopping, parks, government buildings in the downtown.
- Restaurants are one of the best assets.

Tourism

- Need to attract the tourist busses - use to attract these buses in town, now they go to the Longs Drug store and Starbucks. There is enough parking for the buses in the downtown.

- Use to get 70-80 tour buses in one year. Now lucky to get one. Now the bus drivers and tour guides are paid to stop at the Starbucks.
- Car show brought 7,000 outside people.
- Have the County Economic Development Corporation to help promote: join their trade shows; reach out to them as a partner for making the community better.
- Need to look at the opportunities to bring in more outside dollars.

Art

- Need more murals in the downtown.

The Woods building on Smith and Draper is slowly being refurbished.

Marion Street can be developed out all the way until Sierra Street to draw people into the city.

Need better visual markers to tell people to go over to the downtown (an archway, etc.).

How to connect two sides of town? Railroad tracks are a barrier. Need to bridge the gap from each side (at least visually).

Businesses need to understand the Swedish theme as a marketing tool.

There is a mixed-use project going in on the west side of the freeway - condos above stores below.

There was interest in a business improvement district in the past, but it never got off the ground. There is a business committee as a part of the chamber.

Open campus at the high school brings teenagers to the downtown at lunch.

Marion and Draper is the downtown center. Use to be at Smith and Draper.

Draper and Smith is where the farmer's market is. Takes place in the parking lane.

The frontage is very unwelcoming to get people down Marion. Bad arrival when getting off at Sierra.

Ellis and Marion - mixed-use development proposed. Now may only be commercial due to concerns about the housing market.

The property off Sierra exit is to become a full service hotel.

**Education and Community Services Focus Meeting
Kingsburg City Hall
May 11, 2007
1:00 – 2:00 PM**

What are some of the problems we'll want to address? What should we keep how it is?

The library is too small:

More computers needed (only have 5).

Need quiet rooms, children's rooms.

Woodward Park in Fresno is a great model (has more space and programs, private rooms, separate children's library).

Measure B has provided some funding, another measure will provide infrastructure.

Need something for the kids:

Need a space for skateboarding.

Churches now have basketball courts, but city is doing very little.

Need a community center for youth, seniors, etc.

Need more meeting spaces and rooms for children, seniors, and everybody.

Currently the only place to hang out is Starbucks or the library (to use computers).

KCAPS facility is typically overbooked.

Farmers market:

Depot can provide space for market and other activities.

Historic Depot Renovation:

Will become a regional educational facility for students part of the year and can be a meeting space for others the rest of the year.

Approaching UP as possible partner – could become a facility for remaining steam engines.

Curbs, walkways, and vegetation along those two blocks of California to Draper.

Make the Depot a lively meeting place.

Can serve as a main bus terminal – reserving space for buses and future Amtrak.

Will have an audio/video system.

Will include patio area with old steam locomotive outside.

Public restrooms.

Homeless:

Have only a few homeless. Some transients moving through town.

Affordable Housing:

3 developments for housing are going through the Planning Commission to submit to the Council.

KCAPS wants to rent a duplex or two for low-income families or homeless.

Only one Section 8 apartment complex.

Entry-level housing doesn't exist in Kingsburg.

Accessory housing dwelling units are allowed.

Save historic buildings.

Need to keep the views. Overpass now blocks the view of the school.

The old high school was torn down.

Are there safe routes to schools, problems with drop off and pick up?

Washington and the high school have the largest problem areas for pick up/drop off.

Simpson and Sierra is not an authorized pedestrian crossing according to Caltrans, but is a main crossing area for kids to get to school.

Clock tower in front of the high school or in front of the overpass.

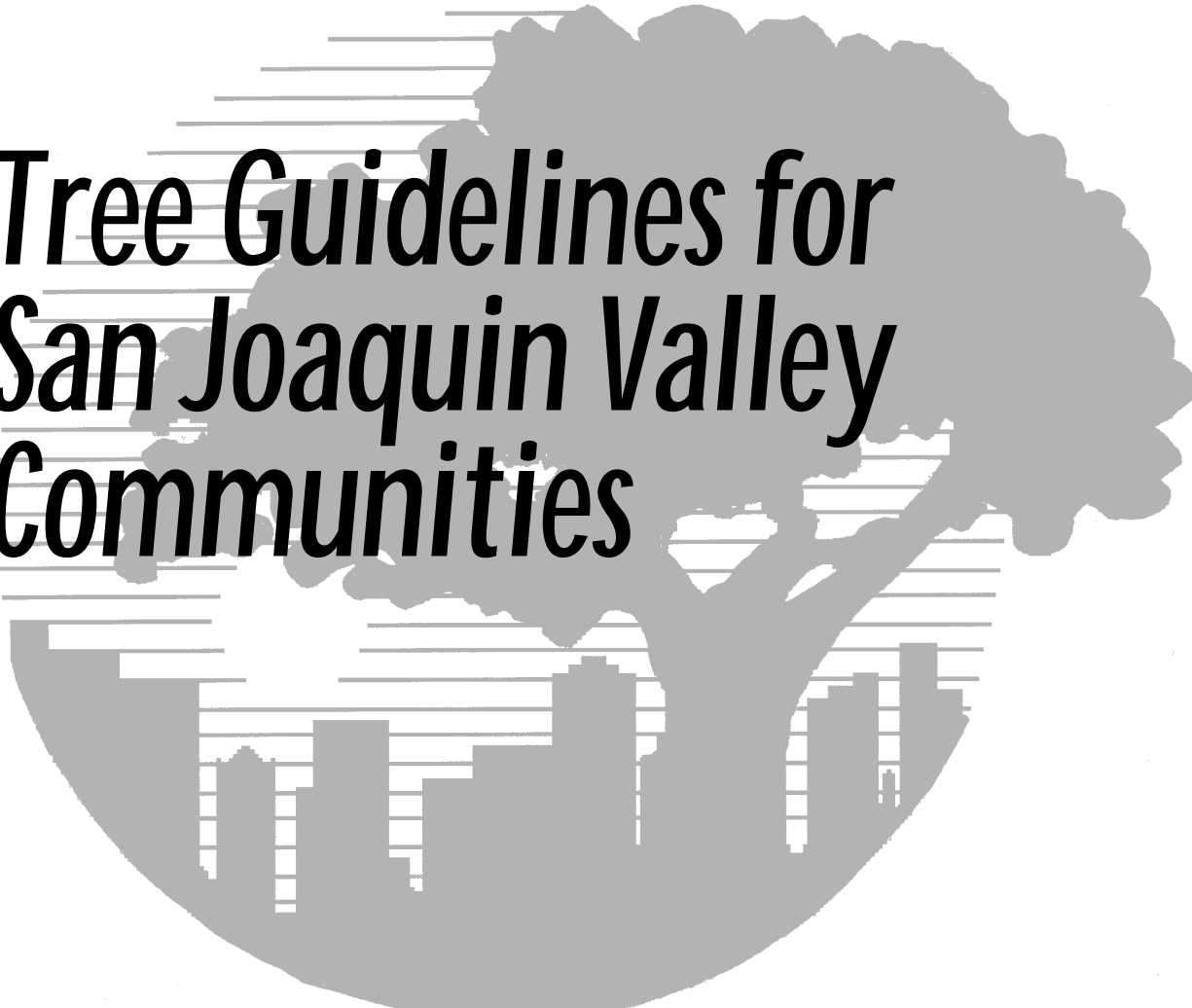
Restore Stroud Avenue to connect East and West sides. Need connection or overpass across Highway 99.

Need a hedge to buffer the sound from the freeway.

Incorporate solar power in a good design - makes sense for long term city buildings.

Public Events Attendees

Jim	Arevirt	Lennis	Scheline
Celia M.	Arroyo	Jeremy	Schmal
Sandy	Avast	Milo	Smith
Janelle	Baker	Randy	Soares
Wayne	Bengu	Shaun	Spradling
Scott	Bergstrom		Sward family
Mark & Hillary	Berry	Danielle	Thiesen
Lou	Bertelli	Macarena	Vaquera
Paul	Bonander	Steve & Stephanie	Wiest
Luke	Breshears	Don	Woollard
Seth	Brown	Devon	Wright
Fred & Charlotte	Brusuelas	John	Wright
Mary	Colby	Don & Evelyn	Workman
Capt. Russ	Davis		
Connie	Delinger		
Ruben	Diaz		
Larry	Esau		
Mike	Finnerty		
Stephanie	Gomes		
Sloa	Grubman		
Brook	Guestin		
Gerald	Gusseigen		
Frances	Hauenstein		
Laurie	Haun-Jones		
Shelby	Hawkins		
June	Hess		
Albert	Hovnanian		
Kari	Johnson		
Lauri	Jones		
Dave	Karstetter		
Celine	King		
Stephen	Klein		
Gary & Lea	Knight		
Paul	Kruper		
Celia	Kwong		
Paul	Lungren		
Robin	Manuszak		
Jason	Matic		
John R.	Matic		
Dave	Meyer		
Ron	Numerick		
Maxine	Olson		
Don	Pauley		
David	Peters		
Claudette	Reiser		
Gary J.	Rocho		
Michael	Roehlk		



Tree Guidelines for San Joaquin Valley Communities

by

E. Gregory McPherson

James R. Simpson

Paula J. Peper

Qingfu Xiao

Western Center for Urban Forest Research and Education

USDA Forest Service, Pacific Southwest Research Station

March

1999

5. Trees for San Joaquin Valley Communities

Tree selection is a compromise. There is no perfect tree that matches all the criteria required by specific sites: beautiful flowers and form, deep rooting, drought tolerance, pest/disease resistance, rapid growth, strong branch attachments, low BVOC emissions, and so on. Finding the best tree takes time and study. Collecting information on conditions at the site is the first step. Consider the amount of below- and above-ground space, soil type and irrigation, microclimate, and the type of activities occurring around the tree that will influence its growth and management (e.g., mowing, parking, partying). In most cases, it is too expensive to alter site conditions by making them more suitable for a specific tree species. Instead, it is more practical to identify trees with characteristics that best match the existing site conditions, particularly those conditions that will be most limiting to growth.

The matrix in this chapter presents information to assist tree selection. Tree species recommended in general for San Joaquin Valley communities are listed alphabetically by mature tree size category ó large, medium, and small. Information is presented on characteristics influencing selection for energy and water conservation (i.e., solar friendly, deciduous/evergreen, irrigation requirement, growth rate), air quality improvement (ozone-forming potential), and reducing infrastructure conflicts (surface rooting, tidiness, pruning requirement). A general assessment of each tree's suitability for street, yard, and park locations is also presented.

We received helpful reviews of this information from Alan Lagarbo (City of Modesto), Keith Warren (J. Frank Schmidt & Son Co.), and Janet Rademacher (Mountain States Nursery).

References used to develop the tree selection matrix are listed in Chapter 6.

Key to the Matrix

- A:** Mature tree height (ft.)
- B:** Mature tree crown spread (ft.)
- C:** Tree Type: D=deciduous, E=evergreen, S=semi-evergreen
- D:** Solar friendly trees provide winter solar access as well as summer shade; trees numerically ranked based on crown density, time of leaf drop, time of leaf out, crown area and growth rate; NDA=no data available (Ames 1987).
- E:** Growth Rate: F=Fast; M=Moderate; S=Slow (Gilman et al. 1996). Note that actual growth rates depend on soils, irrigation, and other factors.
- F:** Longevity: L=Long (>50 years); M=Medium (25-50 years); S=Short (<25 years) (Gilman et al. 1996).
- G:** Availability of cultivars (an asset when trees with specific traits are needed to match site conditions, such as upright form, pest resistance, fruitless): Y=Yes; N=No.
- H:** Resistance to pests and disease: S=pest/disease sensitive; R=resistant; F=free from pests/disease (Gilman et al. 1996).
- I:** Problems with surface roots: Y=can form large surface roots; O=occasional problem; N=not a problem (Reimer 1996).
- J:** Contribute to ozone formation (data only available for Los Angeles): H=>10; M=1-10; L=<1 g ozone per day, NDA=no data available (Benjamin and Winer 1998).
- K:** Other important features that influence tree selection such as irrigation requirement (from Costello and Jones 1992), soil tolerance, tidiness, and pruning requirement (Gilman et al. 1996, Reimer 1996).
- L:** S- Street=difficult growing conditions, in heavily used areas: median, streetside, commercial plaza, and retail. Y- Yard=less difficult growing conditions, less public, sometimes restricted space: residential yard, common areas in residential developments, commercial office. P- Park=less restricted space, public use: parks =, schools, cemeteries, commercial campus/industrial park.



Chapter 5

Large Trees
> 50 ft. height

Tree Name	A Mature Height ft.	B Mature Spread ft.	C Type	D Solar Friendly	E Growth Rate	F Long- evity	G Cultivars Avail.	H Pest/ Disease Resistance	I Sur- face Roots	J Ozone Forming Potential	K Comments (soil, drought, tidiness, pruning)	L Suitability S=Street Y=Yard P=Park
Large Trees > 50 ft. Height												
<i>Celtis australis</i> , <i>occidentalis</i> European/common hackberry	40-70	40-50	D	Y	M	L	N	R	O	L	fruit, mod. irr., avoid clay soil	S/Y/P
<i>Eucalyptus papuana</i> , <i>sideroxylon</i> , ghost gum, red ironbark eucalyptus	40-80	30-80	E	N	F	M	Y	R	Y	H	litter, little irr., limb breakage	P
<i>Fraxinus americana</i> 'Autumn Purple,' 'Chicago Regal' - white ash	40-60	35-50	D	Y	F	L	Y	S	O	L	mod. irr., fall color	S/Y/P
<i>Fraxinus pennsylvanica</i> 'Patmore,' 'Leprechaun,' 'Centerpoint,' green ash	60-70	45-50	D	Y	F	L	Y	S	O	L	mod. irr., fall color	S/Y/P
<i>Gymnocladus dioica</i> Kentucky coffee tree	40-60	40-60	D	Y	M	L	N	R	N	NDA	mod. irr., tough conditions, fruit	S/Y/P
<i>Liquidambar styraciflua</i> sweetgum	60-75	35-50	D	N	M	L	Y	R	O	H	fruits, mod. irr., fall color	S/Y/P
<i>Magnolia grandiflora</i> Southern magnolia	60-80	30-40	E	N	M	L	Y	R	Y	M	litter, high irr., flowers	S/Y/P
<i>Pinus canariensis</i> Canary Island pine	60-90	30-40	E	N	F	L	N	S	O	L	low irr., litter	Y/P
<i>Pinus pinea</i> Italian stone pine	35-80	35-60	E	N	M	L	N	S	N	L	low irr., limb breakage	P
<i>Pinus torreyana</i> torrey pine	40-60	40-50	L	N	F	L	N	F	O	M	native, low irr.	P
<i>Platanus acerifolia</i> 'Yarwood' or 'Bloodgood' London plane	50-70	50-70	D	N	F	L	Y	S	O	H	litter, low irr.	S/P

Tree Name	A Mature Height ft.	B Mature Spread ft.	C Type	D Solar Friendly	E Growth Rate	F Long- evity	G Cultivars Avail.	H Pest/ Disease Resistance	I Sur- face Roots	J Ozone Forming Potential	K Comments (soil, drought, tidiness, pruning)	L Suitability S=Street Y=Yard P=Park
<i>Platanus x hispanica</i> 'Columbia' London plane	40-60	40-60	D	N	F	L	Y	R	O	H	litter, low irr.	S/P
<i>Quercus frainetto</i> 'Forest Green,' Forest Green oak	40-50	30-40	D	N	F	L	Y	S	O	H	low. irr., acorns	Y/P
<i>Quercus ilex</i> holly oak	40-50	40-50	E	N	M	M	N	R	O	H	mod. irr., acorns	Y/P
<i>Quercus suber</i> cork oak	60-70	40-50	E	N	M	L	N	R	O	H	low irr., acorns	P
<i>Quercus virginiana, fusiformis</i> Southern, escarpment live oak	50-80	50-80	E	N	M	L	Y	R	O	H	mod. irr., acorns	P
<i>Taxodium distichum</i> bald cypress	50-60	25-30	D	Y	F	L	N	R	N	M	mod. irr., rusty fall color	S/Y/P
<i>Umbellularia californica</i> California laurel	40-60	40-60	E	N	S	L	N	F	O	M	native, mod. irr.	S/Y/P

**Large
Trees
>50 ft. height**

Chapter 5

**Medium
Trees
30-50 ft. height**

Tree Name	A Mature Height ft.	B Mature Spread ft.	C Type	D Solar Friendly	E Growth Rate	F Long- evity	G Cultivars Avail.	H Pest/ Disease Resistance	I Sur- face Roots	J Ozone Forming Potential	K Comments (soil, drought, tidiness, pruning)	L Suitability S=Street Y=Yard P=Park
Medium Trees 30-50 ft. Height												
<i>Acacia stenophylla</i> shoestring acacia	30-40	20-30	E	N	R	L	N	R	N	L	very low irr., thornless	S/Y/P
<i>Acer freemanii</i> 'Autumn Blaze,' Autumn Blaze maple	40-50	30-40	D	Y	M	M	Y	R	O	L	mod. irr., fall color	S/Y/P
<i>Brachychiton populneus</i> bottle tree	35-50	25-40	E	N	M	L	N	F	Y	NDA	fruit litter, mod. irr.	S/Y/P
<i>Cercidium</i> x 'Desert Museum,' palo verde	25-35	25-35	S	N	F	M	Y	F	N	L	thornless, low irr.	S/Y/P
<i>Cinnamomum camphora</i> camphor tree	40-60	50-70	E	N	M	L	N	R	Y	L	mod. irr., shallow roots	S/Y/P
<i>Dalbergia sisoo</i> , rosewood	30-50	30-50	S	N	R	M	N	R	O	NDA	low irr., low maint	S/Y/P
<i>Diospyros virginiana</i> (male clones), persimmon	30-50	20-40	D	Y	M	L	Y	S	N	NDA	mod. irr., litter, fall color	Y/P
<i>Eucalyptus microtheca</i> , coolibah	40-50	40-50	E	N	F	L	N	F	O	H	low irr., soil tolerant	S/Y/P
<i>Geijera parviflora</i> Australian willow	30-35	20-25	E	N	F	M	N	F	N	L	low maint., mod. irr.	S/Y/P
<i>Koeleruteria paniculata</i> , <i>bipinnata</i> , <i>elegans</i> goldenrain, Chinese flame, and Formosan flame tree	30-40	20-40	D	Y	M	M	N	R	N	H	litter, mod. irr., attractive flowers/fruit	S/Y/P
<i>Metasequoia glyptostroboides</i> dawn redwood	40-50	15-25	D	Y	F	L	N	R	N	M	high irr.	S/Y/P

Tree Name	A Mature Height ft.	B Mature Spread ft.	C Type	D Solar Friendly	E Growth Rate	F Long- evity	G Cultivars Avail.	H Pest/ Disease Resistance	I Sur- face Roots	J Ozone Forming Potential	K Comments (soil, drought, tidiness, pruning) litter, mod. irr.	L Suitability S=Street Y=Yard P=Park
<i>Paulownia tomentosa</i> princess-tree	40-50	40-50	D	Y	F	M	N	F	O	NDA	litter, mod. irr.	S/Y/P
<i>Pistacia chinensis</i> 'Keith Davey', Chinese pistache	40-50	30-40	D	Y	M	M	Y	F	O	L	low irr, fall color, use male clone	S/Y/P
<i>Prosopis alba</i> 'Thornless' thornless Mesquite	25-35	25-35	S	N	F	M	Y	R	O	L	thornless, low irr.	S/Y/P
<i>Pyrus calleryana</i> 'Trinity', 'Chanticleer', flowering pear	25-35	15-20	D	N	M	M	Y	R	N	L	mod. irr., fruit litter, fall color	S/Y/P
<i>Sapium sebiferum</i> Chinese tallow tree	25-40	25-35	D	Y	F	S	N	F	O	NDA	low irr., fall color, poison seeds	Y
<i>Tilia americana</i> 'Redmond' Redmond linden	30-50	30-45	D	Y	M	L	Y	R	N	NDA	mod. irr., fall color	S/Y/P
<i>Ulmus</i> 'Frontier', 'Prospector' Frontier and Prospector elm	35-50	25-45	D	Y	F	M	Y	R	O	L	mod. irr., disease resist.	S/Y/P
<i>Ulmus parvifolia</i> 'Athena', 'Allee', Chinese/facebark elm	40-50	25-35	D	N	F	S	Y	R	N	L	freq. pruning, mod. irr.	S/Y/P
<i>Zelkova serrata</i> 'Green Vase' Green Vase zelkova	40-60	40-60	D	Y	M	L	Y	R	N	L	low irr., orange fall color	S/Y/P

**Medium
Trees
30-50 ft.
height**

Chapter 5

Small Trees < 30 ft. height

Tree Name	A Mature Height ft.	B Mature Spread ft.	C Type	D Solar Friendly	E Growth Rate	F Longevity	G Cultivars Avail.	H Pest/Disease Resistance	I Surface Roots	J Ozone Forming Potential	K Comments (soil, drought, tidiness, pruning)	L Suitability S=Street Y=Yard P=Park
Small Tree < 30 ft. Height												
<i>Acer bergianum</i> and <i>truncatum</i> , trident and 'Norwegian Sunset' maple	20-30	20-30	D	Y	S	M	Y	R	N	L	mod. irr., attractive fall color	S/Y/P
<i>Amelanchier</i> 'Autumn Brilliance', serviceberry	15-25	10-20	D	Y	S	M	Y	S	N	NDA	white flws, fall color	S/Y/P
<i>Arbutus unedo</i> strawberry tree	10-30	10-30	E	N	S	M	Y	F	N	NDA	low irr., needs pruning	S/Y/P
<i>Cercis canadensis</i> , <i>occidentalis</i> , Eastern and Western redbud	15-25	15-25	D	Y	M	M	N	R	N	L	low-mod. irr., flowers/fall color	S/Y/P
<i>Chilopsis linearis</i> desert willow	15-30	15-25	D	NDA	M	M	N	F	N	H	very low irr., needs pruning.	S/Y/P
<i>Chitalpa tashkentensis</i> chitalpa	20-30	20-25	D	NDA	M	M	Y	R	N	NDA	litter, mod. irr., flowers	S/Y/P
<i>Lagerstroemia indica</i> x L. <i>faurei</i> clones, crape myrtle (Catawba, Cherokee, Pecos etc.)	15-25	10-20	D	Y	M	M	Y	R	N	L	low irr., needs training, flowers	S/Y/P
<i>Malus</i> 'Snowdrift' and 'Golden Raindrops', crabapple	15-25	15-25	D	N	M	M	N	R	N	L	mod. irr., litter, attractive flws.	Y/P
<i>Prunus</i> 'Cascade Snow' Cascade Snow cherry	20-25	15-20	D	Y	M	S	Y	R	N	L	high irr., white flowers	S/Y/P
<i>Prunus cerasifera</i> 'Krauter Vesuvius' 'Thundercloud', purple leaf plum	20-30	20-30	D	Y	M	S	Y	S	N	L	mod. irr., fruit litter, pink flowers	Y/P

Tree Name	A Mature Height ft.	B Mature Spread ft.	C Type	D Solar Friendly	E Growth Rate	F Long- evity	G Cultivars Avail.	H Pest/ Disease Resistance	I Sur- face Roots	J Ozone Forming Potential	K Comments (soil, drought, tidiness, pruning)	L Suitability S=Street Y=Yard P=Park
<i>Syringa reticulata</i> 'Ivory Silk' Ivory Silk Japanese tree lilac	20-30	15-20	D	Y	M	M	Y	R	N	NDA	mod. irr., white flowers	S/Y/P
<i>Quercus buckleyi</i> 'Redrock' redrock oak	20-30	20-25	D	NDA	M	L	Y	R	N	H	low irr., red fall color	S/M/P
<i>Vifex agnus-castus</i> chaste tree	10-15	15-20	D	NDA	F	M	Y	R	N	NDA	low irr., flowers	S/Y/P
<i>Xylosma congestum</i> shiny xylosma	15-30	15-30	E	N	M	M	N	R	N	NDA	low irr., needs training	S /Y/P

**Small
Trees
<30 ft. height**

Additional Tree Recommendations from City Arborist

Additional Comments for Large Trees (>50 ft. in height)

Celtis australis, European Hackberry: Delete due to lack of availability.

Celtis occidentalis, Common Hackberry: One-third of trees planted exhibit invasive root crowns that may bust out tree wells. Because of this habit and berries (fruit) it is not suitable for street tree planting in tree wells. May be suitable for parkways depending on size of growing area.

Eucalyptus papuanasideroxylon, Eucalyptus: All species of eucalyptus are susceptible to frost damage, limb breakage and it is difficult to grow anything under them. Recommend eliminating all Eucalypts from Master List.

Fraxinus Americana; pennsylvanica, Ash: All species of ash are prone to invasive roots and root crowns, limb breakage; susceptible to anthracnose disease, ash blight, mistletoe and Ash Whitefly infestation. Recommend eliminating all ash (*Fraxinus*) from Master List.

Liquidambar styraciflua, Sweetgum: Responsible for more sidewalk damage than any other tree in the USA. Dingle ball seed pods a nuisance. Prone to large limb breakage. Recommend eliminating all liquidambar from Master List.

Magnolia grandiflora, Southern Magnolia: Smaller cultivars such as “Little Gem” great tree of smaller stature. Large leaves and flowers may be nuisance around sidewalks, patios.

Quercus ilex, Holly Oak: Forms a dense, dark canopy, requiring lots of pruning to maintain openness. Heavy shade makes it difficult to garden under. Eliminate from list in favor of other more suitable Oak species.

Quercus fusiformis, Escarpment Live Oak: Eliminate from list in favor of readily available *Quercus virginiana*, Southern live Oak.

Recommend the addition of the following Oaks to the Master List:

Quercus lobata, Valley Oak

Quercus rubra, Northern Red Oak

Quercus suber, Cork Oak

Taxodium distichum, Bald Cypress: O.K. for parks and yards as accent tree. Not suitable as street tree due to low branching.

Umbellularia californica, California Laurel: This and Grecian Laurel extremely prone to bark sunscald. Recommend eliminating from Master List.

Additional Comments for Medium Trees (30-50 ft. in height)

Acacia stenophylla, Shoestring Acacia: Not suitable as street tree due to fruit and litter.

Acer fremanii, Autumn Maple: Not well suited to valley summer heat. Prone to leaf scorch and sunscald. Recommend eliminating from Master List.

Brachychiton populneus, Bottle Tree: Not suitable as street tree due to woody fruit and litter.

Cercidium, Palo Verde: Not recommended for Zone 8. Remove from list.

Eucalyptus microtheca, Coolibah Eucalyptus: All species of eucalyptus are susceptible to frost damage, limb breakage and it is difficult to grow anything under them. Recommend eliminating all Eucalypts from Master List.

Koelreuteria paniculata, etc. Flame Tree: Not suitable as street tree due to fruit and litter.

Metasequoia glyptostoboides, Dawn Redwood: O.K. for parks and yards as accent tree. Not suitable as street tree due to low branching.

Paulownia tomentosa, Princes Tree: Susceptible to sunscald in Zone 8. Remove from list.

Prosopis alba, Mesquite: Not recommended for Zones 8 or 9. Remove from list.

Pyrus caleryana, Flowering Pear: Invasive roots, limb breakage and messy fruit. Subject to fire blight, which is rampant in Kingsburg. Remove from list.

Sapium sebiferum, Chinese Tallow: Root crowns can swell, busting out tree wells. Do not use as street tree.

Ulmus parvifolia, Chinese Elm: Recommend use of cultivars 'drake', 'true-green' and 'dynasty.'

Additional Comments for Small Trees (<30 ft. in height)

Acer bergerianum, and truncatum, Maple: Not well suited to valley summer heat. Prone to leaf scorch and sunscald. Recommend eliminating from Master List.

Almelanchier, Service Berry: Not recommended for Zones 8 or 9. Remove from list.

Arbutus unedo, Strawberry Tree: O.K. for parks and yards as accent tree. Not suitable as street tree due to fruit.

Malus, Crabapple: Subject to fire blight, which is rampant in Kingsburg. Remove from list.

Quercus buckleyi, Redrock Oak: Eliminate from list and use *Q. lobata, rubra* and *suber* instead.