

City of Tulare General Plan Update Community Workshop #2 Summary

Land Use Concepts

Senior Community Center, 201 North F Street
March 2, 2006

On March 2, 2006, approximately 35 people met at the Senior Community Center and participated in the second of five community workshops to prepare an update of the City of Tulare General Plan. The purpose of the workshop was twofold:

- 1) To provide an overview of the Draft Background Report, and
- 2) To gain direction from the public on where growth in Tulare should occur over the next 25 years.

The evening began with the General Plan consultants making a short presentation, highlighting interesting and key facts about the community based on the findings from the General Plan Background Report. The Background Report, which is currently in preparation, takes a "snapshot" of Tulare's current (2005-2006) conditions and trends. When complete, the report will provide information on a wide range of topics, such as economics, land use, parks, public facilities, and others. The existing conditions information in the report will be used to help understand the issues facing the City and lead to the development of a plan that helps the City address each issue appropriately. Ultimately, the report provides decision-makers with context for making policy decisions. This report also provides the environmental setting that will be used in the environmental impact report prepared for the General Plan update.

Following the presentation, workshop attendees participated in an interactive map exercise to identify new locations for homes, parks, employment centers, and commercial centers. Based on projections out to the year 2030, the City will nearly double in size by adding about 50,000 new residents. Since approximately 19,000 units are currently approved but not yet constructed, the workshop participants were given the task of deciding where the other 30,000 people will live, work, and play. The workshop participants, who were divided into five teams, were provided a large 24"x36" map of the General Plan Planning Area along with "game pieces" that represented various land use types. The participants were required to place the game pieces in areas within the Planning Area that are available for development (i.e., vacant or existing agricultural land).

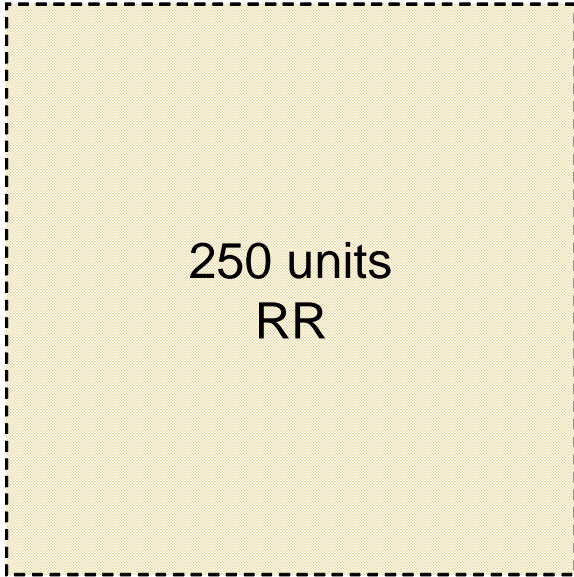
On February 28, 2006, the General Plan Community Advisory Committee also met to participate in a similar mapping exercise. The CAC's contributions are summarized at the end of this document.

The land use concepts developed in these meetings will be used to help generate three General Plan land use alternatives for the next phase of the General Plan update process. After a comparative analysis is completed to weigh the pros and cons of each alternative, the City and its citizens will choose a preferred alternative. The preferred alternative will provide the roadmap for the physical development of the City over the next 25 years.

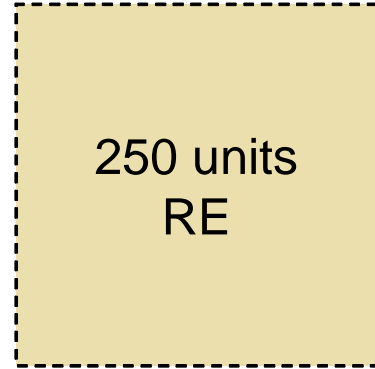
A summary of each team's input is provided on the following tables. A sample of the game pieces used during this workshop are shown on the following page.

Land Use “Game Pieces”

Rural Residential
(1 du/ac)



Rural Estates
(2.5 du/ac)



Low Density
Residential
(5 du/ac)



Med. Density
Residential
(8 du/ac)



High Density
Residential
(14 du/ac)



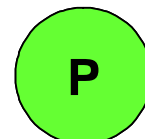
Neighborhood
Commercial
(1/10,000 pop)



Employment
Centers



Community
Park



TEAM #1

Guiding Principles

- Concentrated transit oriented growth along future light rail
- New growth along future sewer trunk line, between Avenue 240 and 248
- Rural Estates adjacent to low density residential as a buffer

Residential

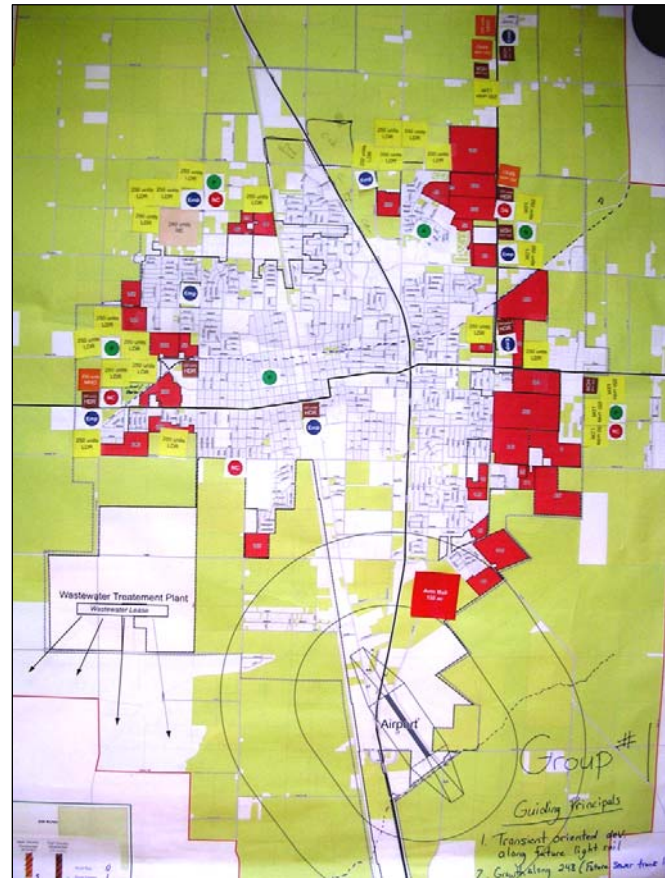
- Heavy emphasis on Low Density Residential
- Little emphasis on rural residential and rural estate

Commercial

- Automall at Highway 99 and Paige.
- Regional Commercial center at Highway 99 and 248
- Neighborhood Commercial in all growth areas

Employment

- Employment centers located throughout new growth areas



Land Use	Game Pieces (250 people per piece)	Average Density (Dwelling Units/Acre)	New Dwellings Created (2006-2030)	New Population Growth (2006-2030)	General Location
Rural Residential (RR)	0	1	0	0	--
Rural Estates (RE)	1	2.5	250	750	Northwest
Low Density Residential (LDR)	25	5	6,250	18,750	Northern periphery inside sphere of influence (SOI)
Medium Density Residential (MDR)	5	8	1,250	3,750	Northeast
High Density Residential (HDR)	9	14	2,250	6,750	West and Northeast
Total	40		10,000	30,000	

TEAM #2

Guiding Principles

- Preserve downtown core
- Balance current east and west side development
- New sewer trunk line along Enterprise
- A park and/or school for every square mile
- Regional commercial on east and west side of Highway 99 with an Automall

Residential

- New growth includes a mix of density choices
- Some new growth in eastern part of town consisting mostly of Low Density Residential

Commercial

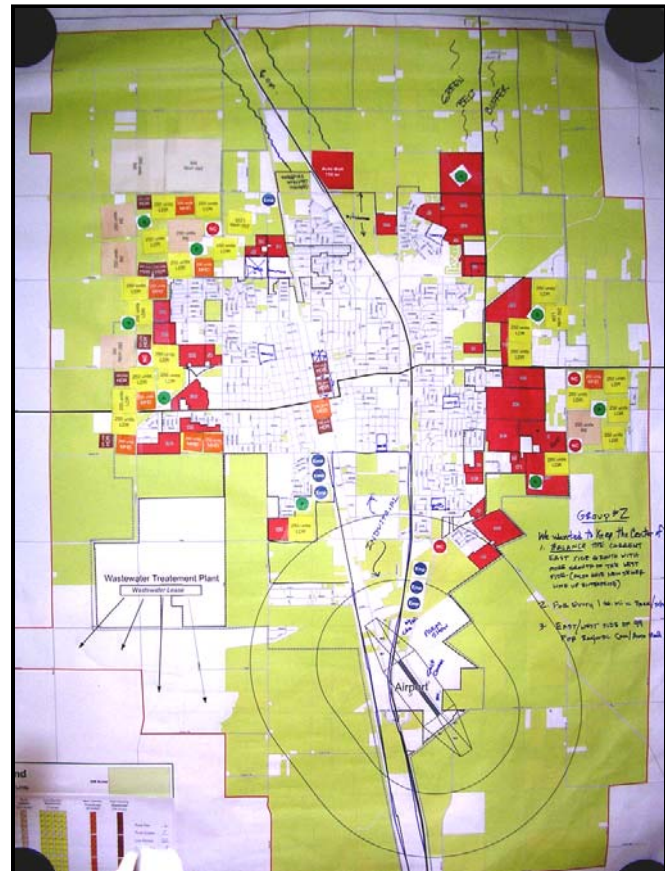
- Automall located near Highway 99 and Cartmill
- Commercial fronting Highway 99
- Neighborhood Commercial throughout new growth areas

Employment

- Industrial employment focused along Highway 99, north of airport

Other

- Open space buffer along Mooney north of Pacific



Land Use	Game Pieces (250 people per piece)	Average Density (Dwelling Units/Acre)	New Dwellings Created (2006-2030)	New Population Growth (2006-2030)	General Location
Rural Residential (RR)	2	1	0	0	Northwest
Rural Estates (RE)	5	2.5	1,250	3,750	East; Focus on West
Low Density Residential (LDR)	20	5	5,000	15,000	East; Focus on West
Medium Density Residential (MDR)	9	8	2,250	6,750	East; Focus on West; Central City
High Density Residential (HDR)	8	14	2,000	6,000	East; Focus on West; Central City
Total	44		10,500	31,500	

TEAM #3

Guiding Principles

- Growth concentrated along major roadways
- Residential developments should be placed away from airport and treatment plant

Residential

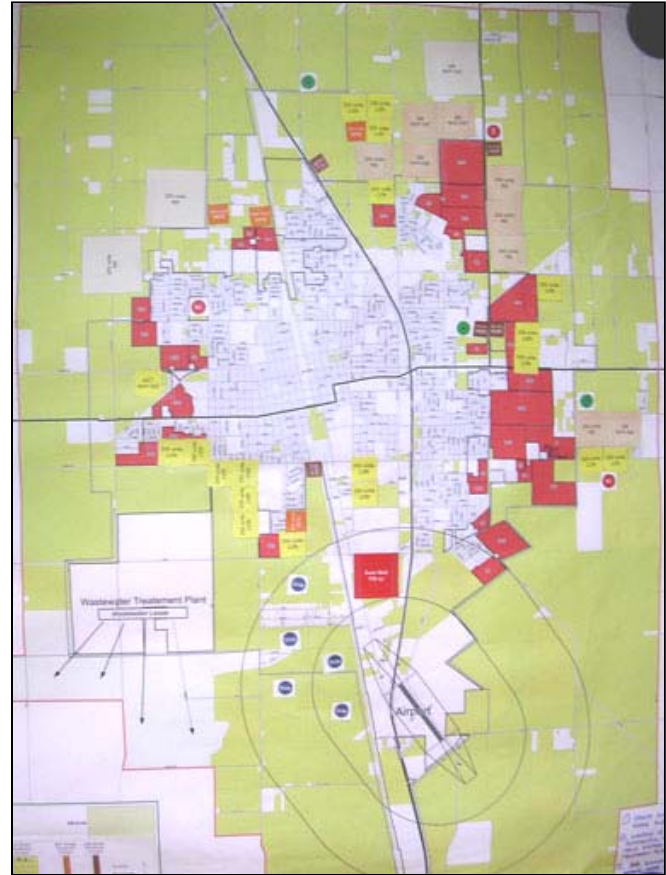
- Heavy emphasis on low density residential
- Little emphasis placed on medium and high density residential

Commercial

- Automall located at Highway 99 and Paige
- Two Neighborhood Commercial sites in new growth areas, one located in existing northwest low density residential

Employment

- Heavy employment focus west of the airport



Land Use	Game Pieces (250 people per piece)	Average Density (Dwelling Units/ Acre)	New Dwellings Created (2006-2030)	New Population Growth (2006-2030)	General Location
Rural Residential (RR)	3	1	0	0	Northwest; North
Rural Estates (RE)	9	2.5	2,250	6,750	East; North
Low Density Residential (LDR)	19	5	4,750	14,250	East; West/Southwest, North
Medium Density Residential (MDR)	4	8	1,000	3,000	Southwest, Northwest, North
High Density Residential (HDR)	5	14	1,250	3,500	East; North
Total	40		9,250	27,750	

TEAM #4

Guiding Principles

- Major infill in existing SOI
- New regional commercial center with automall located along Highway 99 south of Road 220
- Industrial employment focus around airport

Residential

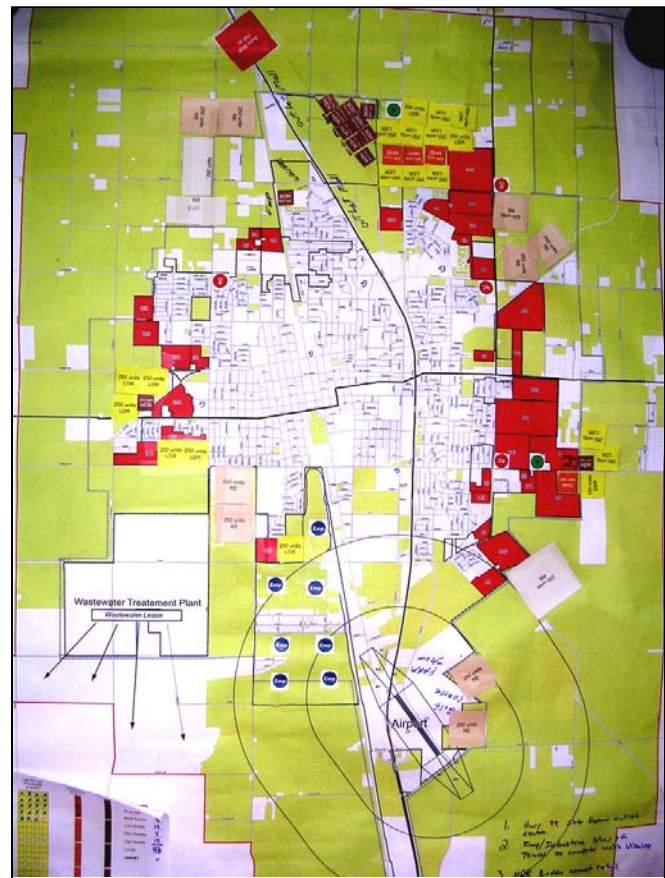
- Major new compact mixed density development located north of Avenue 248
- Some low and very low density scattered around city

Commercial

- Automall at Highway 99 and Road 94
- Outlets along Highway 99 and Ave 248 (Wal-Mart)
- Neighborhood Commercial throughout New Growth Areas

Employment

- Focus northwest of airport
- Employment located at Avenue 248 and K Street



Land Use	Game Pieces (250 people per piece)	Average Density (Dwelling Units/Acre)	New Dwellings Created (2006-2030)	New Population Growth (2006-2030)	General Location
Rural Residential (RR)	2	1	0	0	Northwest
Rural Estates (RE)	9	2.5	2,250	6,750	Airport, South west, Northwest; Northeast
Low Density Residential (LDR)	19	5	4,750	14,250	West at Inyo; northwest; East at Ave. 234
Medium Density Residential (MDR)	4	8	1,000	3,000	West at Inyo; northwest; East at Ave. 234
High Density Residential (HDR)	12	14	3,000	9,000	West at Inyo; Major Focus Northeast
Total	46		11,000	33,000	

TEAM #5

Guiding Principles

- Industrial employment focus near airport

Residential

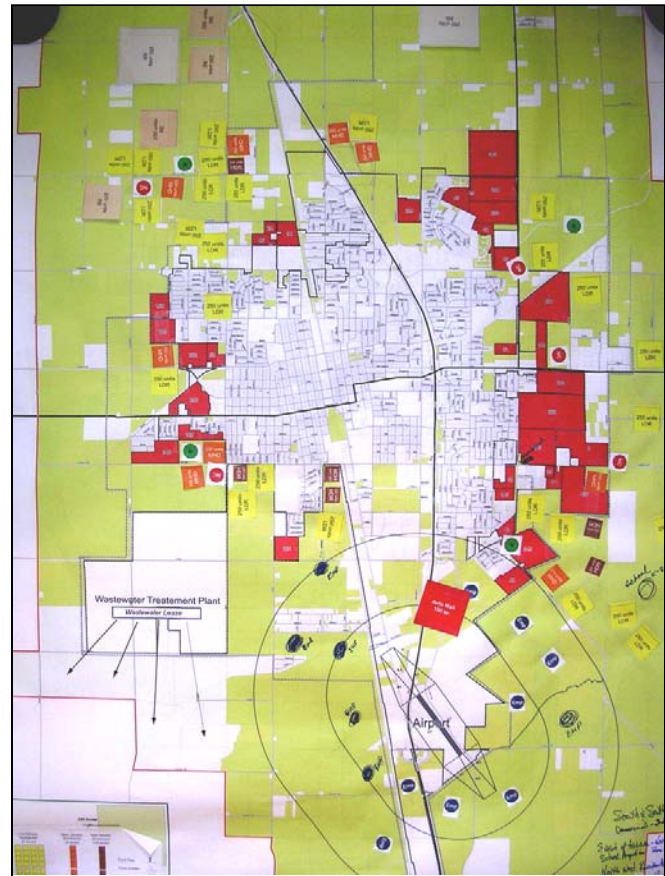
- Strong emphasis on low density residential in the east and northeast
- Mixed use residential development along corridors

Commercial

- Automall north of airport near Highway 99 and Paige
- Neighborhood Commercial sites spread throughout City

Employment

- Heavy industrial employment concentration around airport



Land Use	Game Pieces (250 people per piece)	Average Density (Dwelling Units/Acre)	New Dwellings Created (2006-2030)	New Population Growth (2006-2030)	General Location
Rural Residential (RR)	2	1	0	0	Near Avenue 260 in the north
Rural Estates (RE)	4	2.5	1,000	3,000	Northeast – near enterprise, road 92
Low Density Residential (LDR)	27	5	6,750	20,250	Northeast, Eastside
Medium Density Residential (MDR)	8	8	2,000	6,000	Avenue 234, Oaks, Avenue 224
High Density Residential (HDR)	6	14	1,500	4,500	Avenue 248 (west), Avenue 234 (west), East, South of 294
Total	47		11,250	33,750	

Citizens Advisory Committee Team #1

General Description

- A concentration of low density residential to the east and northeast
- Limited residential development in the west
- Employment along railroad around airport
- Limited expansion of SOI on western side of the City

Residential

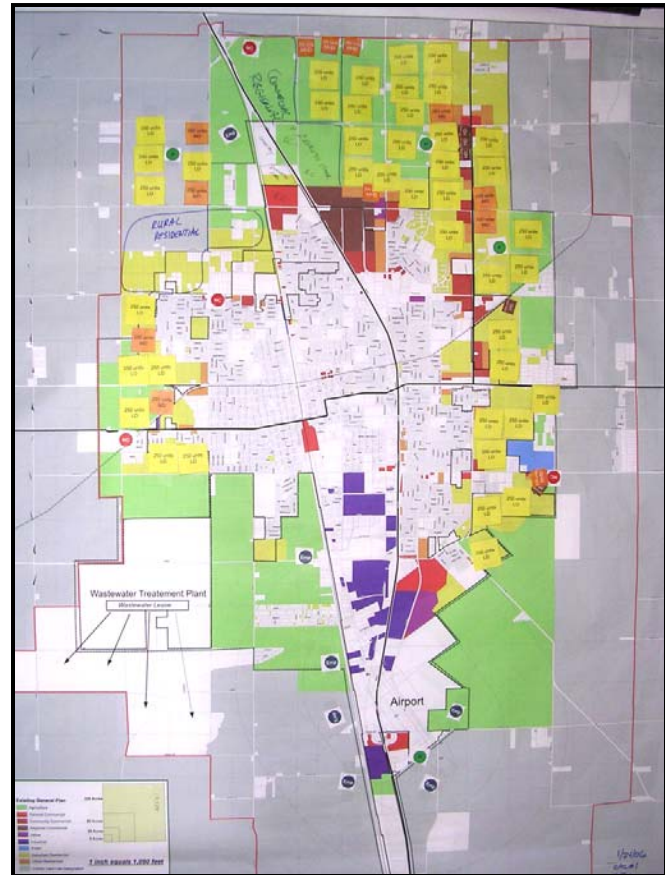
- Low Density Residential new growth in the north, west, and east with some medium and high density residential mixed throughout
- Rural residential south of Avenue 248

Commercial

- Regional Commercial and Business Park at Highway 99, Road 194 and Oakdale Road north of Avenue 248
- Neighborhood commercial in new growth areas

Employment

- Concentrated employment along railroad tracts near airport and existing industrial areas
- One employment center located along Road 92 south of Avenue 256



Citizens Advisory Council Team #2

General

- Concentration of new growth in the east, along Mooney
- Regional commercial at Cartmill and Avenue 248
- Limited growth patterns in western parts of the city

Residential

- Mostly Low and Medium Density Residential spread throughout city periphery, with concentrations in the northeast

Commercial

- Regional commercial center at Cartmill and Avenue 248
- Neighborhood commercial located along Mooney, Oakmore, and Enterprise

Employment

- Employment focus along railroad tracts south of Avenue 234

