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CITY OF KERMAN PLANNING COMMISSION

AGENDA

REGULAR MEETING

DATE: Monday, September 22, 2014

TIME: 6:30 p.m.

Location: City Council Chambers 850 S. Madera Avenue. Kerman, Ca

Materials related to an item on this agenda that are public documents and are submitted after distribution and posting of the agenda are available for public inspection in the Planning Department at 850 South Madera Avenue, Kerman, during normal business hours. Documents that are public documents provided by others during a meeting will be available at the same location during business hours after the meeting.

Note: Individuals needing special assistance in order to participate should contact Olivia Pimentel, Planning Secretary at (559) 846-9386 for assistance prior to the meeting.

Call to Order – Chairman, Robert D. Epperson

Roll Call – Secretary, Olivia Pimentel

Pledge of Allegiance

Approval of Agenda

1. Approval of Minutes

Minutes of July 28, 2014 submitted for approval

Request to Address Commission

*This portion of the meeting is reserved for members of the public to address the Commission on items of interest that are not on the Agenda and are within the subject matter jurisdiction of the Commission. **Speakers shall be limited to (3) three minutes.** It is requested that no comments be made during this period on items on the Agenda. Members of the public wishing to address the Commission on items on the Agenda should notify the Chairman when that Agenda item is called, and the Chairman will recognize your discussion at that time. It should be noted that the Commission is prohibited by law from taking any action on matters discussed that are not on the Agenda. Speakers are asked to please use the microphone, and provide their name and address.*

2. Presentation(s)

A. Proposed Residential Design Guidelines

The Planning Commission review and provide input on the proposed Residential Design Guidelines.

3. Public Hearing(s) / Meeting(s) - None Scheduled

4. Petitions, Resolutions - None Scheduled

5. Administrative Reports - None Scheduled

A. Update on Ongoing Projects

The enclosed memorandum provides an update on ongoing projects. This item is informational only.

Communications

A. Commissioners Comments

Adjournment

AGENDA POSTING CERTIFICATION

I, OLIVIA G. PIMENTEL, Planning Secretary for the City of Kerman, do hereby declare under penalty of perjury that I caused the above agenda to be posted at City of Kerman Planning & Development office at 850 So. Madera Avenue, and at Kerman Community/Teen Center, 15100 Kearney Plaza, and emailed to interested parties on September 19, 2014.

Olivia G. Pimentel
Secretary to the Planning Commission

CITY OF KERMAN PLANNING COMMISSION

City Council Chambers 850 S. Madera Avenue, Kerman CA 93630

Minutes, Regular Meeting Monday July 28, 2014 6:30pm

Call to Order – 6:30 p.m. by Chairman, Robert D. Epperson

Roll Call – Secretary, Olivia Pimentel

Commissioners- Present: Nehring, Kehler, Wettlehour, Melgoza, Harris, Bandy, Epperson

Commissioners-Absent: None

Staff: Gary Horn, City Engineer, Olivia Pimentel, Planning Secretary

Pledge of Allegiance - performed

Approval of Agenda. Approved as presented

1. Approval of MinutesC/Nehring made a motion to approve Minutes of June 23, 2014 as presented, second C/Melgoza, Minutes unanimously approved as presented (7/0/0)

Request to Address Commission – None offered

2. Presentation(s) - None Scheduled

3. Public Hearing(s) / Meeting(s) C/Melgoza, stated he had a conflict he was a property owner and lived within 300 feet of the site, he left the podium and remained in the audience.

A. Tentative Parcel Map 14-01, Avila E Street Lots

staff reviewed staff report with the Commission and audience regarding an application for a tentative parcel map to subdivide a 1.0-acre parcel into four (4) residential lots ranging in size from 8,400 sq.ft. up to 15,000 sq.ft. The subject property is located on the southeast corner of E Street and Siskiyou Avenue. The applicant's representative, Jane Avila was in the audience.

Gary Horn, City Engineer, facilitated the meeting in the absence of the Planning Director. GH stated that he added three (3) conditions that were added in too late and were not included in the conditions of approval and would added to final resolution as follows:

Condition # 20: Request annexation into the City of Kerman Landscaping and Lighting District No. 1, Area No. 9 and consent to the first year assessment. The current annual assessment for Area No. 9 is \$126.76 per parcel. The annual assessment is adjusted annually based upon the percentage change in the Consumer Price Index over the previous year.

Condition #21: The existing Agreement for Utility Service which covers this property shall be modified to apply to only Parcel 4.

Condition #22: Offer for dedication to the City of Kerman the following easements and rights of way:

- a. 10' public utility easement (PUE) along Siskiyou Avenue and E Street frontages.
- b. 2' pedestrian easement (PE) along Siskiyou Avenue frontage.

Open Public Hearing at 6:43pm.

C/Bandy asked if the existing trailer would be removed, the applicant said not at this time.

C/Bandy asked about the other structures. Mrs. Avila stated she understood that any other existing structures would have to be removed prior to development. C/Bandy asked regarding access to the sites, staff noted that there is access from both Siskiyou and E street. Parcels 1 & 2 (the smaller lots) will have access off of E street and be sold. Parcels 3 & 4 (larger lots) will be developed for the family's residences. C/Bandy inquired about the well whether it would be abandoned, Mrs. Avila state she would still use it for landscaping only and only lot #3 will have access to well. Staff said they will need to address this matter. C/Nehring inquired about septic tank, Mrs. Avila noted the septic tank has been abandoned and filled with sand.

The sidewalks are already constructed along E Street and Siskiyou. Driveways will be put in when homes are built. The applicant requested a deferment of the improvements until each lot was individually developed. The City Engineer said this would have to be approved by the Council, staff would support such a request and a Condition could be added. If Council approved the agreement would go with the land and the buyer would have to be made aware. C/Bandy asked if the masonry block wall along the frontage of Siskiyou Ave. south of the site would be extended north. Staff replied that it would not since the lots south of Avila property do not face onto Siskiyou, whereas the Parcel 4 has frontage and access onto Siskiyou Ave. Mrs. Avila asked when she has to pay & record final map, staff said a final map must be paid and recorded before two (2) years of approval date.

Closed Public Hearing at 6:50pm

No other comments.

C/Bandy made a motion to approve Tentative Parcel Map 14-01, Avila E Street Lots as amended with additional conditions by City Engineer, second C/Nehring

AYES: Epperson, Bandy, Nehring, Harris, Kehler, Wettlaufer
NOES: None
ABSENT: None
ABSTAIN: Melgoza

4. Petitions, Resolutions – None Scheduled

5. Administrative Reports – None Scheduled

Communications

A. Commissioners Comments

C/Kehler inquired about the cell tower, whether they had submitted design options to the City? They were given one year to submit design options to the City as a condition of approval by the board of supervisors last year. Staff said to date there had not been anything submitted by AT&T; but this was on our calendar to send them a notice and it would be going out very shortly. Staff would report back to the Commission.

Adjournment 6:56pm



Olivia G. Pimentel
Secretary to the Planning Commission



City of Kerman

"Community Comes First"

CHAIRPERSON VICE CHAIR
ROBERT EPPERSON KEVIN NEHRING

COMMISSIONER COMMISSIONER COMMISSIONER COMMISSIONER COMMISSIONER
ROBERT BANDY JORDAN HARRIS GABRIEL MELGOZA ERIC KEHLER KATIE WETTLAUFER

PLANNING DEPARTMENT STAFF REPORT PLANNING COMMISSION MEETING SEPTEMBER 22, 2014

To: Kerman Planning Commission
From: Luis Patlan, Director of Planning & Development
Subject: Residential Design Guidelines

RECOMMENDATION:

The Planning Commission reviews and provides input on the proposed Residential Design Guidelines for single-family and multi-family projects.

EXECUTIVE SUMMARY:

The Fresno Council of Governments (COG) has initiated the Circuit Planner Project to assist smaller cities in Fresno County with local planning needs. Land Use Associates is a Fresno-based planning consultant serving as Circuit Planner under contract to COG. The Circuit Planner met with city staff and identified the preparation of design guidelines for single-family and multi-family residential developments as the local project. The purpose of the design guidelines in this section seek to provide property owners, project designers, and developers with a clear understanding of the City's expectations for new single-family and multi-family residential development. These guidelines will be used as framework for evaluation and approval of residential projects during the City's plan review process.

OUTSTANDING ISSUES

None.

DISCUSSION:

One of a community's greatest assets is its attractive, well-maintained residential neighborhoods. In order to preserve the character of these neighborhoods and encourage high-quality residential design throughout the City, residential design guidelines for single-family and multi-family projects are needed in order to set forth a clear understanding of the City's expectations for new residential developments.

The proposed Residential Design Guidelines identifies elements that will incorporate new residential projects into the community in a manner that encourages quality design, variation of architecture, street connectivity, walkability and social interaction. The guidelines cover both single-family and multi-family

projects. Guidelines are included for such neighborhood features as:

- § site planning
- § neighborhood connectivity
- § building placement;
- § architectural design
- § street trees and landscaping
- § parks and other amenities;
- § street lighting;
- § fences and walls

The guidelines also include new standards for roundabouts, light standards, street signs, and multi-unit mailboxes. Roundabouts for local and collector streets will be evaluated where appropriate in lieu of four-way stops or signalized intersections. The traditional cobra head street lights will be replaced with a new street light standard that will be more pedestrian-oriented and decorative in order to add better lighting and ambiance to a neighborhood. Streets signs will be decorative and include the city logo on the sign. Lastly, the multi-unit mailboxes will also be decorative consistent with the overall goal of enhancing the character and quality of new neighborhoods.

The planning staff, Planning Commission and City Council will use these guidelines as a framework for evaluating proposals. Because every project is unique and requires review on a case-by-case basis, this process depends on the exercise of discretionary judgment. While some guidelines include quantitative standards, most require qualitative interpretation.

The guidelines are intended to expedite the review process. The guidelines are specific enough to guide development, while at the same time flexible so as not to preclude creative design solutions. Variations may be considered for projects with special design characteristics to encourage the highest level of design quality. The guidelines are also intended to ensure that new development is compatible with existing neighborhoods.

The ultimate goal is to review and approve projects with a well-designed street network and amenities that create a quality neighborhood that fits into the fabric of the existing community.

ENVIRONMENTAL REVIEW:

Staff has determined that the Residential Design Guidelines is not a project subject to the California Environmental Quality Act (CEQA) Guidelines.

PUBLIC HEARING:

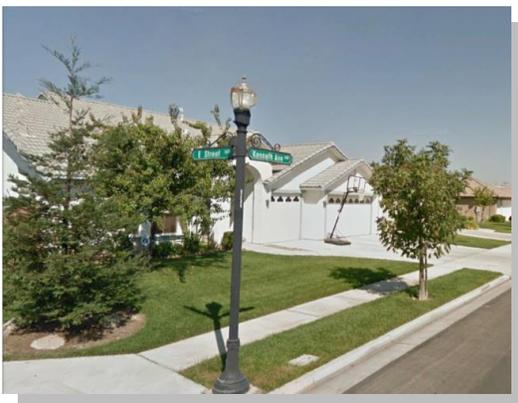
None.

Attachment

- A. Residential Design Guidelines (under separate cover)



City of Kerman Residential Design Guidelines



Prepared by:
Land Use Associates

Funded by:
Fresno County Council of Governments
Circuit Planner Project

September 2014

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- 2.1.3 Edge and Boundary Treatment
- 2.1.4 Access, Circulation and Parking
- 2.1.5 Service and Storage Areas

- 2.2.1 Architectural Design
- 2.2.2 Form and Massing
- 2.2.3 Exterior Material and Color

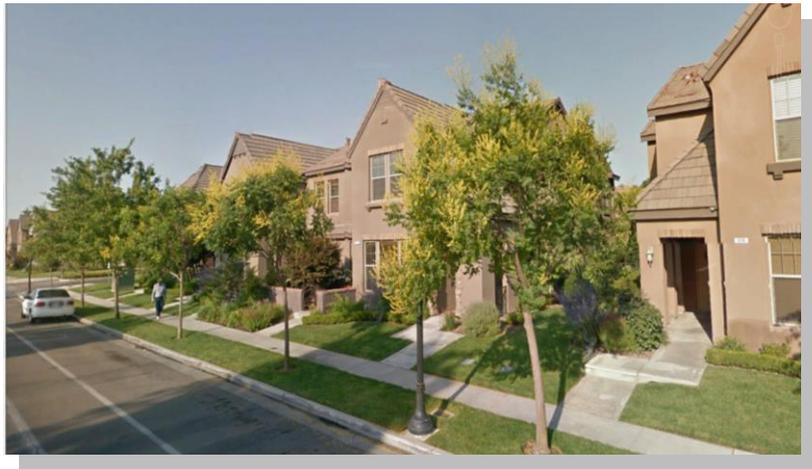
- 2.3.1 Streetscape
- 2.3.2 Landscape
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- 2.3.4 Pay lots and Open Space
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- 2.3.6 Signage

Appendix A

- Roundabout Design Standards
- Street Light Standard
- Street Sign Standard
- Mailbox Design Standards

Section 1. Single Family Housing Design

One of a community's greatest assets is its attractive, well-maintained residential neighborhoods. In order to preserve the character of these neighborhoods and encourage high-quality residential design throughout the City, the Kerman City Council has adopted these Single-Family and Multi-Family Residential Design Guidelines.



1.1.1 Purpose

The purpose of the design guidelines in this section seek to provide property owners, project designers, and developers with a clear understanding of the City's expectations for new single-family and multi-family residential development. These guidelines will be used as framework for evaluation and approval of residential projects during the City's plan review process.

The intent of these guidelines is to ensure that single-family and multi-family residential developments are architecturally diverse. Variation in home sizes, floor plans, elevations, and lot sizes contribute to such diversity. Regional architecture styles such as Craftsman, Spanish Colonial Revival, Mission Revival, and Victorian are encouraged.

1.1.2 Applicability of Design Guidelines

It is the intent of these Guidelines to be specific enough to be able to guide development, while at the same time flexible so as not to preclude creative design solutions.

The following Guidelines are to be used by the development proposal team to assist them in producing a quality development. The Planning Staff, Planning Commission and City Council will use these Guidelines as a framework for evaluating development proposals and for commenting on the design aspects of the proposed projects.

- a. The Guidelines will be used to augment and reinforce the Zoning Ordinance, as it relates to single-family and multi-family residential developments. It is the intent and desire of the City to use the design guidelines to streamline and clarify the review and evaluation of project proposals.
- b. Applicants should review the Design Guidelines, Background and Purpose so as to understand the rational and spirit of the guidelines. Applicants should contact the City of Fremont Development Organization early in the project planning and design process to determine application and processing requirements and discuss key issues particular to their specific site. Photographs, site plans and drawings should be submitted as appropriate, to show the relationship of the proposed project to the adjacent properties and surrounding neighborhoods.
- c. The Development Review Committee (DRC) is composed of staff from the departments of Planning and Development, Public Works, Police, Parks and Recreation, Fire and other outside agencies. The DRC reviews and provides comments and conditions on proposed development projects.
- d. Residential projects are reviewed by the Planning Commission and City Council. Projects are assessed for conformance with the Guidelines by staff prior to consideration by these bodies. Planning Commission decisions may be appealed to the City Council.
- e. To ensure that the Guidelines help to achieve their objectives, they will be reviewed on a periodic basis. Comments and suggestions to improve them are welcome and should be made in writing to:

City Planner
Planning & Development Services Dept.
850 S. Madera Avenue
City of Kerman
Kerman, California 93630

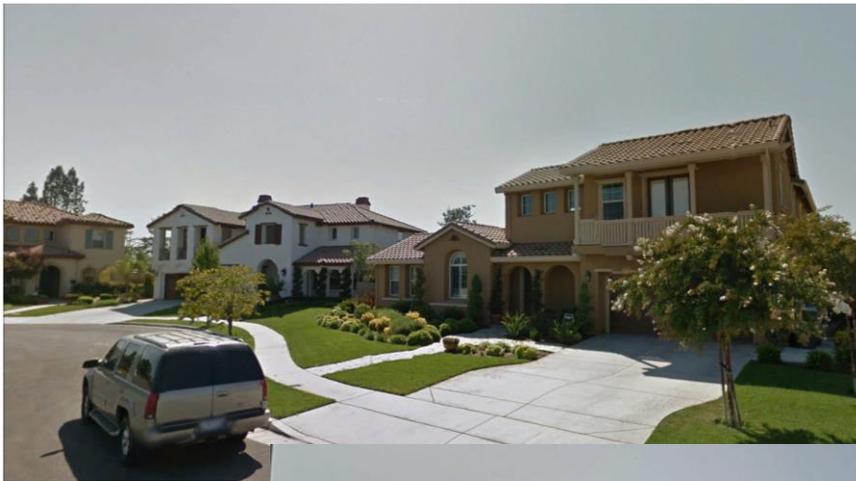
- f. The Kerman General Plan Update was adopted in 2007. Within the Land Use Element are several policies that support the Blueprint Principles and would complement a project with compact design elements. Some of the more significant policies are as follows:
 - a. Land Use Element
 - Encourage high quality site, architectural, and landscape design of existing, new, private and public development.

- *Kerman shall apply the development standards located in its zoning ordinance that are specific to design districts and identified on the land use/circulation map.*
- Preserve and enhance Kerman’s visual appearance and living environment.
 - *Require that new subdivisions be required to install and maintain landscaping, irrigation, and wall improvements along collector, arterial roadway frontages and entrances.*
 - *Expand the construction and maintenance of tree-lined medians on all expressways, arterials and major collectors or any other roadway the City Council may deem appropriate.*
- Preserve and enhance natural and rural features in Kerman such as stands of mature trees, and agricultural crops and trees.
- Kerman shall promote an urban pattern that is compact, contiguous and concentric to the historical Kerman townsite.
- Promote a mix of residential dwelling types in all new and redeveloping residential areas.
 - *Encourage “Smart Growth Planned Development” and small-scale multiple family development (duplex and triplexes) in existing and new residential developments.*
- Single family development shall be well-designed and well maintained.
 - *Perimeter walls around new subdivisions shall encourage openings in order to facilitate through bike and pedestrian traffic. The Kerman Improvements Manual shall be amended to incorporate a standard for this type of wall opening.*

1.1.3 Design Objectives

The Residential Development Design Guidelines are intended to accomplish the following objectives:

1. Provide guidance for the orderly development of the City and promote high-quality development.
1. Allow diversity of style while promoting the positive design characteristics existing throughout the City.
2. Promote and enhance a sense of community and neighborhood.
3. Ensure that new development is compatible with existing neighborhoods.
4. Ensure neighborhood connectivity that creates a human-scaled, bicycle and pedestrian-friendly environment.
5. Respect and reinforce the relationship between public and private space.
6. Enhance architectural and visual interest of neighborhoods and buildings.
7. Ensure longevity of neighborhoods that will endure over time.



Kerman has homes of various styles that add character and style to the community



1.2.1 Site Planning

Site planning is one of the most important aspects of making a residential neighborhood a desirable place to live. A mix of densities and lot sizes creates diversity in housing products. Neighborhoods should be connected, pedestrian scaled, have a high quality streetscape, and provide access to open space and neighborhood serving commercial uses, where appropriate.

1.2.2. Purpose

To promote the connection of new developments to adjacent uses and neighborhoods, via biking, walking or driving, to better integrate new projects into the existing community. This will make it easier for residents to circulate throughout the neighborhoods.

1.2.3. Connectivity

Many of the recent single family development have isolated themselves from adjacent neighborhoods, or have not taken the opportunity to connect with other commercial or residential developments. This internalized pattern has created an image of separate isolated enclaves, rather than new projects being a part of the existing neighborhood or district.

Neighborhoods with connectivity and multiple points of access



Neighborhoods with confusing circulation patterns and lack of connectivity



Project designs should connect into the adjacent neighborhoods and provide for future connections to currently undeveloped properties via streets or pedestrian and bike paths. Projects adjacent to existing or future retail properties should provide auto access or pedestrian/bike access to adjacent developments, coordinating with walkways and plaza locations.

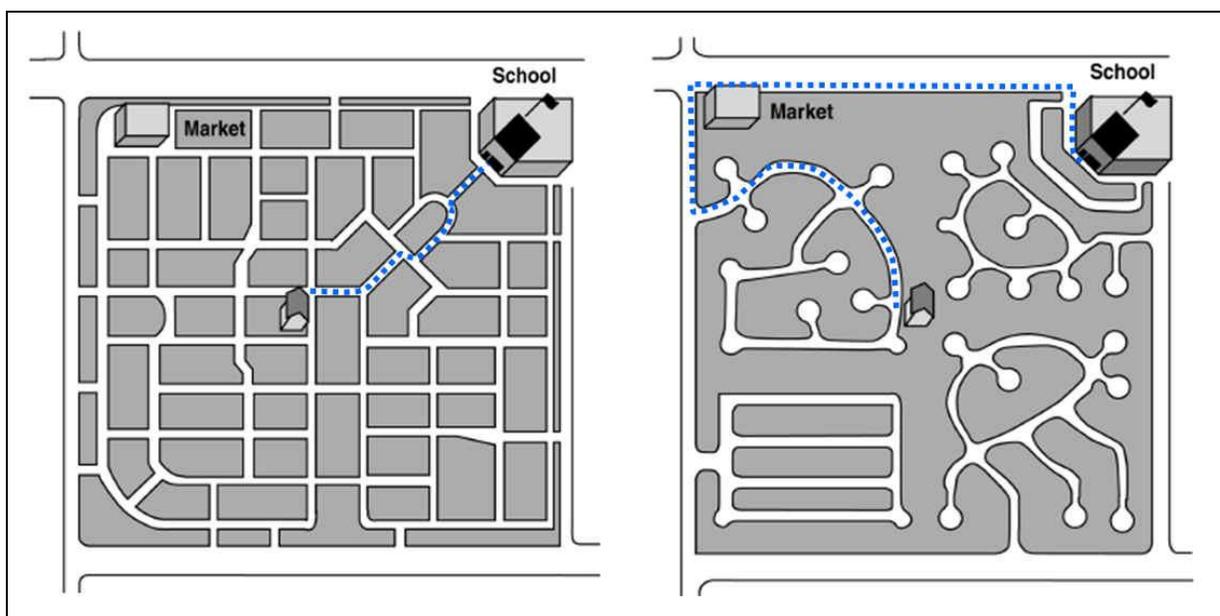
The purpose of street connectivity is to increase the number of street connections in a neighborhood, to improve the directness of routes, and to achieve an open street network that provides multiple routes to and from destinations. Such a network supports walking and bicycling and discourages limited access street designs where residential subdivisions have but one or two points of entry and no connection to adjacent properties.

A well-designed, highly-connected network helps reduce the volume of traffic on arterials and collectors and improves livability by providing alternative route choices. By increasing the number of street connections, bicycle and pedestrian travel also is enhanced.

Benefits of connectivity:

- Decreased traffic on arterial and collector streets
- Continuous and more direct routes for walking and biking
- Greater emergency vehicle access
- Improved utility connections, easier maintenance, and more efficient trash pick up

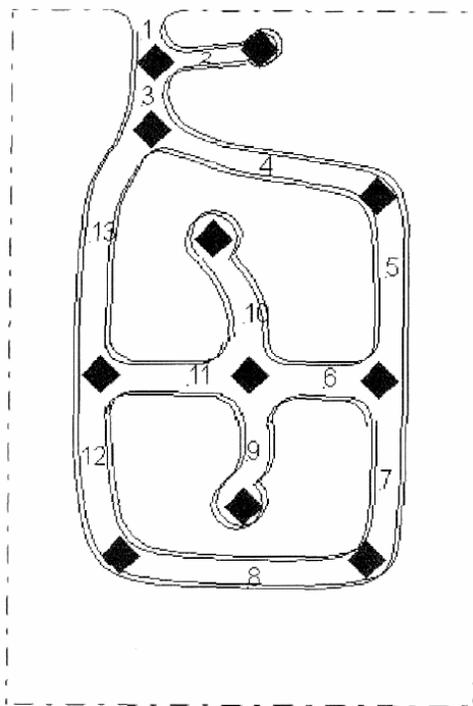
The figure below illustrates a more interconnected development pattern compared to a disconnected, development pattern of the late 20th century.



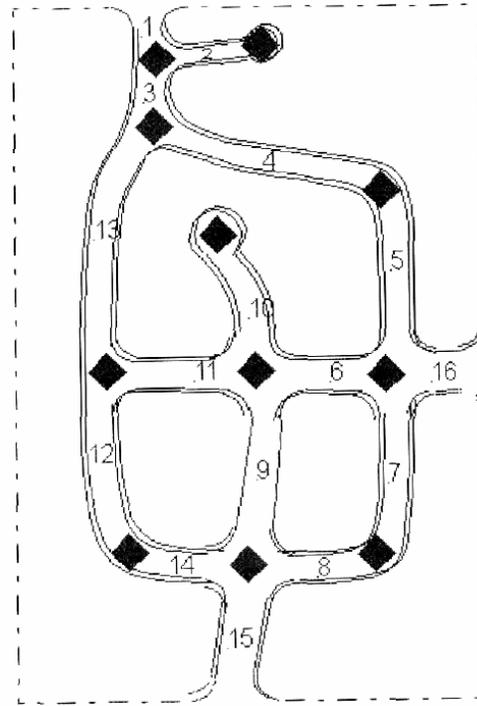
Connectivity Index

1. To provide adequate internal connectivity within a subdivision or planned development, the street network shall have a minimum connectivity index of 1.40. A connectivity index of 1.4 to 1.8 represents an acceptable street network. The optimal connectivity index for a perfect grid network is 2.5.
2. The connectivity index is defined as the number of street links divided by the number of nodes and link ends (including cul-de-sacs and sharp curves with 15 mph design speed or lower). The higher the connectivity index, the more connected the road network.

(13 links/11 nodes = 1.18 ratio)



(16 links/11 nodes = 1.45 ratio)



The connectivity index is calculated as follows:

- a. Count the number of nodes. Nodes are any point of intersection of two or more roads or any cul-de-sac ends.
- b. Count the number of links. Links are the segments of road connecting nodes. To properly calculate the connectivity index, you must include the first link beyond the last nodes.

Use the following formula to calculate the connectivity index: $links/nodes = connectivity\ index$.

3. No dead-end streets shall be permitted except in cases where such streets are designed to connect with future streets on abutting land, in which case a temporary turnaround must be dedicated and constructed.
4. In general, cul-de-sacs are discouraged, and they should be used only when vehicular safety factors or odd-shaped parcels make a vehicular connection impractical. Where cul-de-sacs are permitted they shall be:
 - a. less than 300 feet in length, or
 - b. less than 500 feet in length and have a pedestrian connection from the end of the cul-de-sac to another street.

Cul-de-sacs are discouraged and allowed under limited circumstances. Long cul-de-sacs are discouraged.



5. Short block lengths are strongly encouraged in order to create a better pedestrian-scaled environment.
6. Block widths within neighborhoods should be sufficient to allow two tiers of lots except where single tiers of lots will facilitate nonresidential development, the separation of residential and nonresidential developments, or the separation of residential developments from arterials, railroads, or open space.

1.2.4 Internal Street Layout

2. Streets should be laid out in grid or modified grid patterns to create direct routes to surrounding neighborhoods.
3. Streets should directly access common open space areas.
4. Internal streets and path layouts should connect to landmarks or amenity features such as parks, community buildings, schools and shopping.
5. Internal streets must provide for both intra- and inter-neighborhood connections to knit developments together, rather than forming barriers between them.
6. Streets and paths should focus on important vistas such as community buildings, mountains, trees or open spaces.
7. Where loop street connections are not feasible, pedestrian and bike paths may be used as “shortcuts” to make walking and biking more convenient.
8. Traffic calming devices such as bulb-outs are encouraged at all intersections and roundabouts are encouraged as an alternative to a four-way stop. Recommended traffic calming techniques may include, but are not limited to:
 - Narrow streets, to the extent feasible
 - “Slow points,” such as curb- extensions and corner radius treatments
 - Tree lined medians or landscaped strips
 - Raised crosswalks or crosswalks with varied patterns and textures
 - Traffic circles (roundabouts), where applicable. City of Kerman roundabout standards for local street and collector street intersections are included in Appendix A.

Roundabout slows traffic and adds aesthetic quality to street scene



1.2.5 External Street Connectivity

1. Each residential development shall incorporate and continue all collector or local streets stubbed to the boundary of the development plan by previously approved but unbuilt development or existing development.
2. To ensure future street connections where a proposed development abuts undeveloped land or a future development phase of the same development, street stubs shall be provided to provide access to all abutting properties or to logically extend the street system into the surrounding area. All street stubs shall be provided with temporary turn-around or cul-de-sacs and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.
2. Streets within and contiguous to the subdivision shall be coordinated with other existing or planned streets within the general area as to location, widths, and drainage. Such streets shall be aligned and coordinated with existing or planned streets in existing or future adjacent or contiguous to adjacent subdivisions. All streets and pedestrian pathways in any subdivision or site plan shall connect to other streets and to existing and projected streets outside the proposed subdivision or other development.
4. To ensure future street connections to adjacent developable parcels, a proposed development shall provide a local street connection spaced at intervals not to exceed 660 feet along each boundary that abuts potentially developable land.

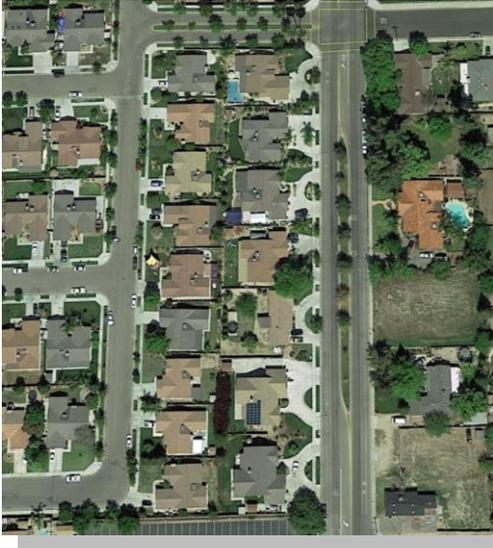
Subdivision with future street connections to adjacent parcels



1.2.6. Perimeter Building Orientation

Projects should be designed with residences facing existing streets, eliminating street facing rear yard fences or sound walls, unless the traffic or acoustic impacts are significant and cannot be feasibly addressed by the building design.

Desirable: Homes facing street



1.2.7 Pedestrian and Bike Connections

Pedestrian and bike and visual connections should be made wherever auto connections are infeasible due to traffic, physical constraints or other considerations.

1. Sidewalks shall be installed on both sides of all local streets. Development standards should require sidewalks with planter strips and street trees for shade.



2. Where sound walls are required, openings in the block wall shall be required to encourage safe connectivity to the larger community.
3. Pedestrian crossings shall be made safer for pedestrians whenever possible by shortening crosswalk distance with curb extensions, reducing sidewalk curb radii, and eliminating free right-turn lanes.

4. Raised crosswalks around schools or at mid-blocks where high-pedestrian use areas should be considered in the overall design. These crosswalks slow traffic and provide higher visibility and safety at pedestrian crossings.

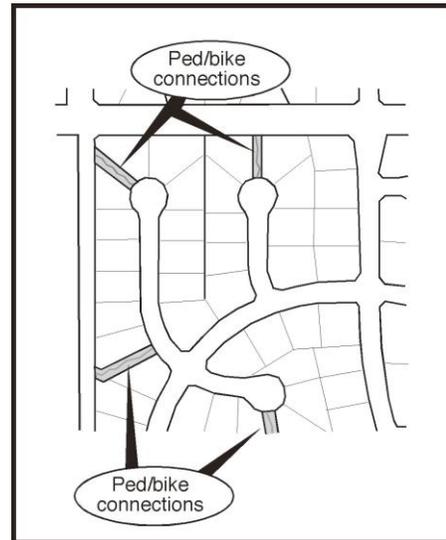
Example of raised pedestrian crossing



5. Where cul-de-sacs are permitted, pedestrian and bike paths may be used as “shortcuts” to make walking and biking more convenient.

6. Where residential developments have cul-de streets shall be connected to the closest local or collector streets or to cul-de-sacs in adjoining subdivisions via a sidewalk or multi-use path, except where deemed impractical by the Planning Director.

Example of pedestrian “short cuts”



7. Multi-use paths may be used to enhance pedestrian and bicycle travel where the existing circulation system does not serve these patrons well.
 - a. All paths shall be located in corridors that serve origin and destination points such as residential areas, schools, shopping centers, parks, etc.
 - b. Paths shall be designed in such a manner that motor vehicle crossings are eliminated or significantly minimized. Where crossings exist, they must be carefully designed to ensure the safety of the users.
 - c. All paths shall be constructed of durable, low-maintenance materials, with sufficient width to allow users to proceed at reasonable speeds. Where multiple uses are intended (i.e., shared pedestrian and bicycle traffic) the path should be ten feet wide whenever possible.

1.2.7 FENCING, WALLS AND ENTRY FEATURES

- a. The design of walls and fences, as well as the materials used, should be consistent with the overall development's design. Fence and wall color should be compatible with the development and adjacent properties. Wall design and selection of materials should consider maintenance issues, especially graffiti removal and long-term maintenance.
- b. Sound walls when permitted should not have a single monotonous design. Periodic entries help to minimize walking distances, connecting bike paths along major roads. The following design features are encouraged:
 1. Landscaping and berms to minimize the visual impact of long continuous sound walls.
 2. Additional landscape setbacks, street trees and accent trees at entries to improve the appearance of sound walls.
 3. Concrete capstones on stucco walls to help prevent water damage from rainfall and moisture.



Sound wall should have decorative pilasters and end caps



Decorative sound wall with dense landscape at the base

- c. Corner Lots: Fencing on corner lots should begin at or near the back end of the building for safety visibility, and fences visible from the street should be architecturally compatible with the building.
- d. Front/Side Yard Setbacks: Fences or low walls 3 feet or less in height should be allowed in the front and street yard side setbacks. Fences over 3 feet in height may be permitted with a 20-foot setback from the front property line and from a street side property line.



Undesirable side yard fence and lack of façade articulation

- e. Gates and pedestrian opening(s) into the project should be accentuated with pilasters, landscaping, trellises and/or lighting.
- f. Low Walls: Low walls (3') may be used to separate private and public space in an unobtrusive way, in lieu of porch railings, or where security or soundproofing is not the main objective.
- g. All fencing visible from the street should contain pilasters, columns or posts. These pilasters should generally be placed as follows: where two fences intersect, where a fence and a gate intersect or at the corner of a lot.
- h. All entry features should include elements that define entry into the subdivision.



1.3.1 BUILDING DESIGN

These guidelines aim to promote high quality architectural designs that enhance the character of Kerman. Neighborhood developments shall utilize architectural styles that complement each other when grouped together. The architectural style and design theme of each residential development shall establish unique a neighborhood identity.



1.3.2. Architectural Styles

Kerman, like most other California cities, has a mix of architectural styles within its residential neighborhoods. Consistency of design features within traditional styles such as Ranch, American Colonial, Spanish, Craftsman etc. has served Kerman well because it has enlivened the City with variety while maintaining a distinctly traditional neighborhood character.

In recognizing the value of architectural diversity, the City does not seek to dictate which styles are allowed, but rather to promote an awareness of what makes different elements work together. Strict adherence to a single architectural style is not required; however, combining too many elements from several divergent styles often results in an incoherent design.

Generally, the City recommends choosing a single architectural style as a starting point in the design process. Positive design features from other styles may be incorporated if the various elements work together. Most importantly, the overall architectural style should be compatible with the surrounding neighborhood. Using similar features, colors, and materials found in nearby homes is encouraged.



When determining the architectural style of a house for style selection or design review purposes, there are several common characteristics that can be used to help identify the proper style. These same characteristics shall be carefully examined for design review purposes to be sure that they are consistent with the style identified on the house plans.

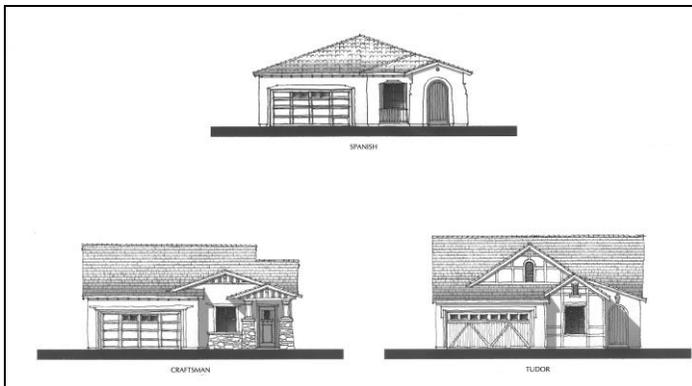
These features or characteristics are the component parts that, when put together, make up the style:

- a. Roof type;
- b. Symmetry and shape;
- c. Frame;
- d. Articulation;
- e. Massing;
- f. Windows and doors;
- g. Building materials and colors;
- h. Decorative trim; and
- i. Porches, eaves and columns.

The styles should vary and incorporate features of that reflect that architectural style highly encouraged. Some of the architectural styles include, but not limited, to:

- a. Spanish
- b. Craftsman
- c. Tudor
- d. Monterrey
- e. Contemporary/Modern

Examples of architectural styles for single-story residence



Examples of architectural styles for two story single-story residence



1.3.3 Street Environment and Building Frontage

Single-family residential development shall efficiently use the site, and relate to the street.

- a. Front porches are encouraged to create an attractive interface with semi-public front yard areas. Porches shall match the scale and be integral to the architectural design of the home.
- b. The front entry shall be the focal point of the home. Roof elements, columns, porticos, or other architectural features shall be utilized.
- c. Garages in single-family residential neighborhoods shall be subordinate to the front of the house and shall not dominate the streetscape.
- d. The height, mass, and appearance of residential units shall include some variation to provide visual interest to the streetscape. The lower floor of a two-story house shall use architectural accents, texture and/or color to add detail and interest.

1.3.4 Building Form and Articulation

Building form and articulation includes variation in wall planes (projections and recesses) and wall height (vertical relief) as well as variations in roof forms and heights to reduce the perceived scale of the structure.

- a. Residential homes shall incorporate articulation of all facades, including variation in massing, roof forms, and wall planes, as well as surface articulation.
- b. The highest level of articulation will likely occur on the front facade and facades visible from public streets. Similar and complementary massing, materials, and details shall be incorporated into every other structure elevation.
- c. Elements and details of homes shall be true to the chosen architectural style.

Facades with varying roof forms



Facades with consistent massing and detail



- d. Wall planes on all sides of the house shall be variable if visible from a public street or pedestrian pathway.
- e. Surface detailing shall not serve as a substitute for well integrated and distinctive massing.
- a. Architectural elements that add visual interest, scale, and character such as recessed or projecting balconies, trellises, recessed windows, and porches are strongly encouraged.
- b. Architectural elements such as overhangs, trellises, projections, and awnings shall be used to create shadows that contribute to a structure's character.
- a. Variation in mass and building height in higher density developments along streets and public right-of-ways shall be incorporated by providing a mix of single-story and two-story homes. Two-story homes shall have single-story elements on prominent elevations.
- b. A mix of single story homes and two story homes shall be included to provide an appealing streetscape with a variety of home types, height, mass and size.
- c. Massing shall accentuate entries and minimize garage prominence.
- d. Porches shall be a minimum of six feet deep with materials and/or details that are authentic to the architectural style of the home.



1.3.5 Entries and Porches



- a. A clear sense of entry and design interest to a home is provided through the inclusion of porches, verandas, porte cocheres, and other architectural elements that contribute to a sense of place and activity.
- b. The minimum porch should be 6 feet deep and 8 feet wide to encourage usability
- c. Porch/Entry features should primarily be single story elements, or incorporated into two story vertical elements to break up the building mass along the street.
- d. Front doors should reflect the architectural style of the home.
- e. Entries and porches should be oriented to street corners. At corner lots, side yard facades should maintain the architectural design consistent with the front facade.

- f. Windows should be used as architectural elements that add relief to the façade and wall surface, comprising at least 20% of the façade area. Windows should be framed with trim and sills to provide depth and shadow lines.
- c. Entries and porches should be oriented to street corners. At corner lots, side yard facades should maintain the architectural design consistent with the front facade.

1.3.6 Roof and Upper Story Detail

Visual diversity shall be created by incorporating multiple rooflines and designs while remaining consistent with the architectural style of the home.

- a. A variety of roofs shall be incorporated throughout the development (e.g., gabled, hipped, dormers, etc.).
- b. Multi-form roofs, gabled, hipped, and shed roof combinations are encouraged to create varying roof forms, and break up the massing of the building.
- c. Various roof forms and changes in roof plane shall be used on all structure elevations visible from a public street or pedestrian right-of-way.
- d. Variation in ridgeline height and alignment shall be utilized to create visual interest.
- e. Full, sloped roofs are strongly encouraged with both vertical and horizontal roof articulations.
 - a. Exposed gutters and downspouts, unless designed as an outstanding architectural feature of the overall theme, shall be colored to match fascia.
 - b. Roof overhangs shall be sized appropriately for the desired architectural style.

Second story with multi-forms, ridgeline height and use of balcony



1.3.7 Building Materials and Finishes

The use of high quality materials will create a look of permanence within a project. Materials and colors shall be varied to generate visual interest in the facades and to avoid the monotonous appearance that is sometimes common in some contemporary residential development projects.

- a. Key portions of the facade shall be enhanced with special materials and color.
- b. Material changes shall occur at intersecting planes, preferably at inside corners of changing wall planes or where architectural elements intersect (e.g., chimney, pilaster, projection, fence line, etc.).



White trim contrasts nicely with tan siding

- c. Contrasting but complementary colors shall be used for trim, windows, doors, and key architectural elements.
- d. Roof materials and colors shall be consistent with the desired architectural style.
- e. Projects of three or more homes should provide a minimum of three distinctly different color/material palettes per architectural style.
- f. Heavier materials should be used lower on the structure elevation to form the base of the structure.

Example of good use of contrasting colors, roofing material and stone on the facade



1.3.7 Garage Placement

When garages are well integrated into a project it will ensure that they do not dominate front facades.

- a. Garages should not dominate the street seen.
- b. Garage doors shall be recessed a minimum of six inches from the face of the garage.
- c. Garage doors facing the street shall be set back a minimum of 5' from the exterior face of the main house to help reduce their visual impact or, alternatively, detached and set back behind the main dwelling.
- d. Garage doors shall incorporate panels and/or windows to articulate large planes.
- e. Roof forms, trellises, and balconies are encouraged above the garage door to help minimize the impact of garage doors on the street scene.
- f. Garages should include panels and/or windows to provide articulation.
- g. Garages should have architecture similar to the home.
- h. Residential units situated on corner lots should encourage a design that orients the garage and the front door to face different streets.



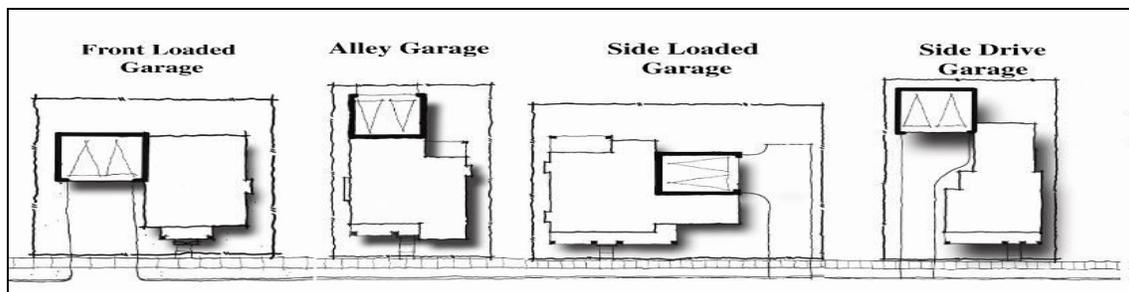
Discouraged: Garages that dominate street view



Desirable: Separated, recessed three-garage garage



Example of side loaded garage



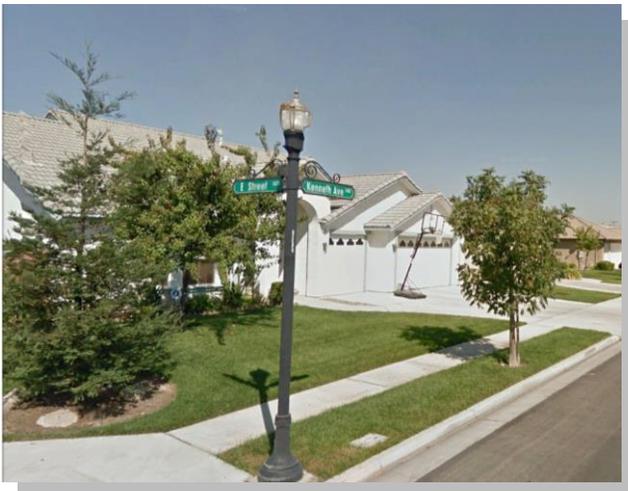
1.3.8 Streets and Front Yard Landscaping

Streets and streetscape play an important role in creating a high quality neighborhood. The streetscape should be designed to include street trees, roundabout, bulbouts, sidewalks and planter strips to create a pedestrian-oriented environment.



The following design features are encouraged:

- a. Street blocks should be less than 600 feet long and provide for multiple points of ingress and egress into the neighborhood.
- b. Use of roundabouts at intersection to slow traffic, improve pedestrian crossing and enhance the aesthetic quality of the streetscape.
- c. Provide planter or mow strips between street and pedestrian sidewalk.
- d. Residential and collector streets should be designed with landscaped medians, bulb-outs, and roundabouts to reduce speeds and add visual interest to the street scene.
- e. Medians shall include drought tolerant plants and drip irrigation. Landscape shall include variety of shrubs, ground cover and street trees. Turf is prohibited as part of median landscaping.
- f. Residentially scaled street lights; see Appendix A for City of Kerman street light design standards.
- g. Unified design for street signs and street name signs; see Appendix A for City of Kerman street sign standards.



See Appendix A for street light standard

1.3.9 Street Trees

- a. Provide street trees or yard trees at approximately 20' to 25' on center along each side of the street (minimum 2 per lot).
- b. Provide 25 gallon tree specimens minimum for all street and yard trees. Root barriers shall be required for any tree placed by pavement or other situations where roots could disrupt adjacent paving/curb surfaces.
- c. Install irrigation at the time of planting.
- d. Planting strips (min. 5') between the sidewalk and the back of curb provide safe separation from the street and creates an attractive pedestrian zone.
- e. Planting strips should include street trees and drought tolerant ground cover in lieu of turf.



Street trees in planting strip provides shade and creates pedestrian-friendly environment



- f. Provide tree species which create a continuous canopy at 15 years maturity. Species available from the Public Works Department.
- g. Consistent tree species and accent trees at special locations within the neighborhood are strongly encouraged.
- h. Existing mature trees should be incorporated into new development when possible.
- i. Accent paving at neighborhood entries and at crosswalks.
- j. Understated signage leading to individual subdivisions is desirable to integrate projects into the community. Accent or themed landscaping and trellises are more welcoming than walls or structures.

1.3.10 Front Yard Landscaping

Xeriscaping front yard landscaping

- a. Front-yard landscaping should be installed by the developer prior to occupancy. All landscaped areas should be provided with an automatic irrigation system.
- b. Use of xeriscaping is highly encouraged. Native vegetation and drip irrigation is encouraged to reduce water consumption for landscaping.
- c. Use of turf should be minimized to increase water efficiency.
- d. All landscape areas should include a mixture of deciduous and evergreen varieties, including perennials and flowering shrubs. Designs are strongly encouraged to include plant varieties that will provide seasonal color, texture and/or other special interest.
- e. A minimum of 40% of the front yard area should be landscaped with a combination of trees, turf or shrubbery. Hybrid Bermuda or other grass that requires a minimum of water should be encouraged. Plant material should be varied in size, shrubs from one to five gallons, and trees from 15 to 25 gallons.
- f. Deciduous trees should be planted along south and west facing walls to allow solar access during the winter.
- g. Alongside drives a minimum 1.5-foot to 2-foot wide landscape strip is required along the property line.



1.3.11 Utility Areas and Accessory Structures

- a. Individual waste receptacles should be accommodated behind side yard fences. A separate concrete pad shall be provided behind side yard with gate for storage of waste receptacles.
- b. Above ground utility boxes should be placed in alleyways or away from public gathering spaces to the extent practicable and should be screened with landscaping, which may include fencing or berms.



Screening of utility box with landscaping

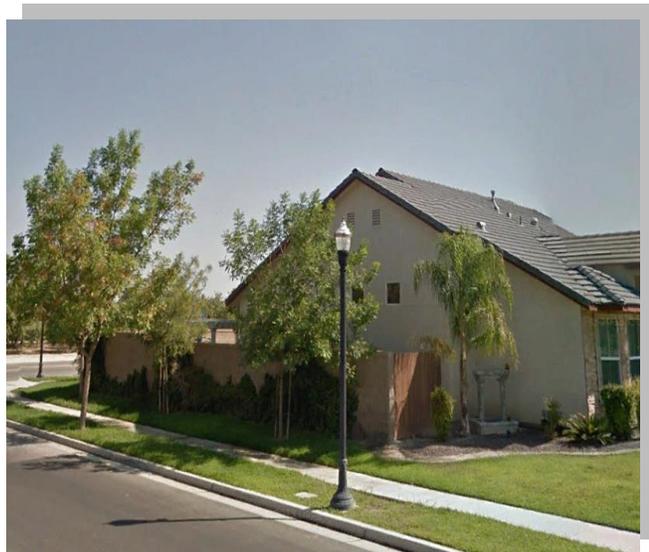
- c. Roof-mounted HVAC units are strongly discouraged. When permitted, they should be screened with architecturally compatible materials.
- d. Mailboxes may be clustered in accordance with U.S. Postal Service standards. Clustered mailboxes should be architecturally enhanced and carefully placed to not adversely affect the privacy of residents and serve the needs of the US Postal Service.

See Appendix A for mail box standards for new subdivision.



1.3.12 Lighting

- a. Site plans and architectural plans should include the location of fixtures, their design and the nature and level of the illumination they will provide.
- b. The lighting for neighborhood streets, alleys, common greens, and parks should be low intensity and should be from the same family of fixtures.
- c. Street lighting on neighborhood streets within the boundary of a development should be required. *See Appendix B for street light standards for new subdivision.* maximum height of 16 feet.



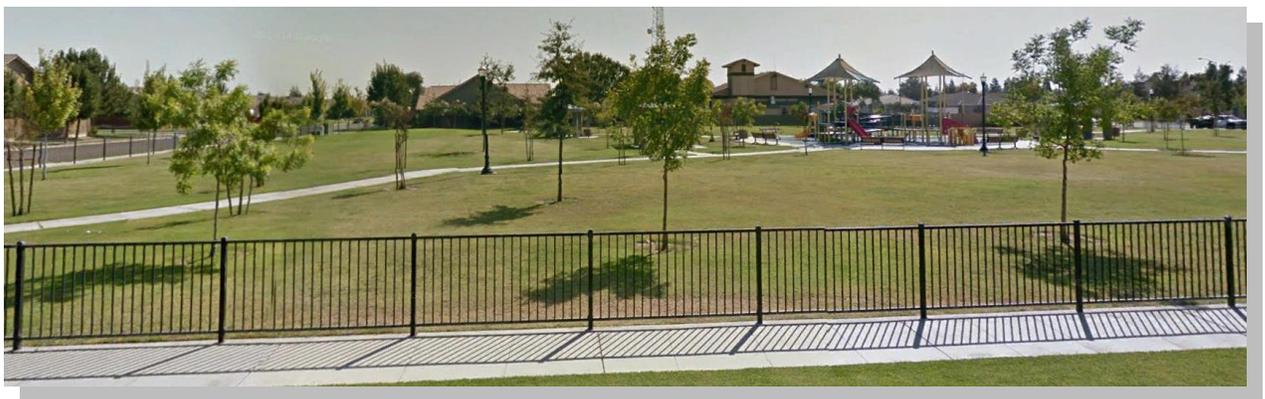
- d. Sidewalks and pathways not otherwise illuminated by street lighting should be lit with ornamental lighting fixtures. All pedestrian lighting fixtures should be a maximum of 12 feet.

- a. If alley lights are mounted on the garage, they should be no higher than 8 feet above ground and directed away from adjacent backyards and structures.
- b. Illumination over an entire area or the use of overly bright lighting is strongly discouraged. The use of a number of smaller lights (like bollard lighting) is preferable to larger, more intense lights.
- c. To conserve energy and reduce long-term costs, energy-efficient lamps should be used and hours of operation monitored to avoid waste. Low voltage lighting and lighting activated through motion sensors and automatic timers should be used where feasible.

1.3.13 Parks and Open Spaces

Neighborhood spaces and pedestrian features are important places for residents to gather, socialize, and play. Parks facilities and open space must be safe and secure. Incorporate natural site features whenever possible.

- a. The size and scale of neighborhood amenities shall be appropriately scaled.
- b. Parks and open space shall be included with the initial subdivision layout. These amenities should be centrally located to be shared by the neighborhood.
- c. Parks and open spaces shall be visible from adjacent residences for informal surveillance and to help promote site safety.
- d. Open spaces and community facilities shall be easily accessible from all residential units.
- e. A low transparent fence should enclosed parks and open space as necessary.



Section 2. Multi-Family Housing



2.1.1 Design Goals

The Multifamily Residential Design Guidelines are intended to accomplish the following goals:

Goal: Foster project designs that create and enhance a sense of community and neighborhood.

Goal: Create and promote usable public spaces.

Goal: Being respectful of and creating designs that reinforce, the relationship between public and private space.

Goal: Creating neighborhoods of superior architectural and visual interest.

Goal: Creating project designs that are transit and pedestrian friendly.

Goal: Ensure community longevity by designing projects and neighborhoods that will endure over time.

Goal: Incorporate environmentally sustainable features into project design.

Goal: Consider and respond to the relationship and context of adjacent projects.

2.1.2 Site Planning and Building Siting

Site planning respects and enhances the natural environment, connects the project to its surroundings, promotes walkability, ensures effective access and circulation, includes green design features, and provides for services and storage.

1. Units/lots should be clustered to define public open spaces and activity areas.
2. Parks and open space should be integrated into the overall design of the project.
 - Open space and recreational areas should be designed as an integral part of the project, not as an afterthought.
 - Open space areas should be planned as a community amenity.
 - Greater visual, pedestrian and bicycle connectivity, use and access should be encouraged.
3. Buildings should be placed to create a street presence and enhance neighborhood character.
 - Building setbacks should be varied to break building mass facing the street and provide additional landscape opportunities.
 - When adjacent to single family residences, side and rear setbacks shall allow for a sufficient planter area to buffer impacts and screen undesirable views.
 - When necessary, setbacks should be used to provide sound attenuation by creating space for the placement of sound barriers.
4. Projects proposed in phases shall be designed to function independently, without reliance on improvements included in subsequent phases.
 - Future phases graded at the time of initial site grading shall be hydro-seeded with groundcover to enhance the site's appearance and prevent erosion.
 - Subsequent phases shall be fenced sufficiently to avoid conflicts between residents, guests, and construction traffic.

Parking is provided in rear, pushing the building forward and activating the streetscape



2.1.3 Edge and Boundary Treatments

1. Major intersections and corners should be treated as neighborhood/project entryways.
 - Unit/building configuration should maintain visual and physical connections.
 - Landscaping, public spaces, and/or “gateway” features should be used to define the entryways into the project.
2. Entryway features should reflect the overall architectural identity or character of the development.

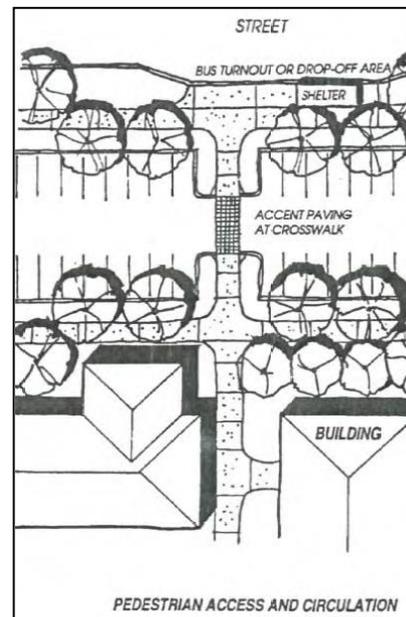


3. Consistent with General Plan policy, provide pedestrian, bicycle and vehicle linkages to adjacent developments and uses.
4. Cluster buildings to define, connect and activate pedestrian edges and public spaces and to locate convenient transit stops.
5. Projects should provide fencing as appropriate between adjacent land uses.
 - Projects abutting single-family residential areas should provide a 7' block wall fencing along the boundary except at pedestrian access points. The compatibility of adjacent land uses should be considered in choosing appropriate fencing materials and design.
 - Two-story projects abutting single-family areas shall be set back a minimum 100'.
 - Fencing between multi-family uses and open space is discouraged. When necessary, such fencing should be an open type (such as wrought iron) to allow for continuous views to the open space.
 - Fence materials and colors should complement the building design and the prevailing materials and design in the vicinity of the project.

- Materials and finishes should be durable and easily maintained, resistant to graffiti and water staining, and be able to withstand the local climatic variations.

2.1.4 Access, Circulation and Parking

1. Vehicular access to the site, internal circulation, and parking should be provided in accordance with Zoning Ordinance requirements.
 - Guest and disabled parking should be evenly and conveniently distributed throughout the project
 - Shared access drives between adjacent parcels are encouraged to minimize curb cuts.
 - Short term parking should be provided at the main entry to the leasing office and at building entries.
2. Paving material for driveways, drive aisles, and walkways should be consistent with the architectural style of the units/buildings and should incorporate similar accent elements.
 - Stamped and/or colored concrete or other decorative accent is encouraged.
3. Site circulation should allow for and facilitate emergency access to the site and all buildings.
 - Speed bumps are strongly discouraged as they impede emergency response.
 - Long, straight drives are discouraged to prevent speeding and conflicts with pedestrians.
4. Street and drive aisle widths, throat depths, and stacking distances, and parking shall comply with current City standards.
 - Required number of parking spaces shall be provided for all units, as defined in the Zoning Ordinance.
 - All pedestrian circulation walks shall be designed to provide access to the disabled in compliance with the American's with Disabilities Act (ADA), California Title 24 and the City's Improvement Standards.
 - Bicycle racks or lockers shall be provided in the quantity required by the Zoning Ordinance and should be located in highly visible and convenient areas at residential units and common areas.



2.1.5 Service and Storage

Services and storage, including garbage collection, recycling, fire, and utilities should be well planned as part of the overall design of the project.

1. Trash enclosure location, dimensions, and design shall comply with current City standards.
 - All refuse containers shall be placed within screened storage areas or enclosures.
 - Refuse containers should be conveniently located throughout the project, yet sufficiently buffered from project entries, main building entries, and main pedestrian paths.
 - Enclosures should be located to provide easy accessibility for users, adequate room for servicing by refuse trucks, and should not hinder visibility for vehicle circulation.
 - Enclosure materials and colors should be consistent with, and complimentary to, building materials and finishes.
 - A minimum three foot landscape buffer should be provided on all non-accessible sides of trash enclosures. A larger buffer area will be required when adjacent to single family residential areas.

Stucco, trim and paint should match building and include a minimum 3' landscape buffer



2.2.1 Architectural Design

Architecture creates visual interest, character and identity for the project while maintaining a relationship to the human scale and the natural environment.

1. Overall character of the development should be defined through the use of a consistent design concept. Building design should be consistent with the defined architectural style and should incorporate the architectural embellishments commonly associated with that style.
2. Projects that consider and compliment the context of adjacent and surrounding projects, but are original in design and avoid duplication (“copy-cat” effect) are highly encouraged.

2.2.2 Form and Massing

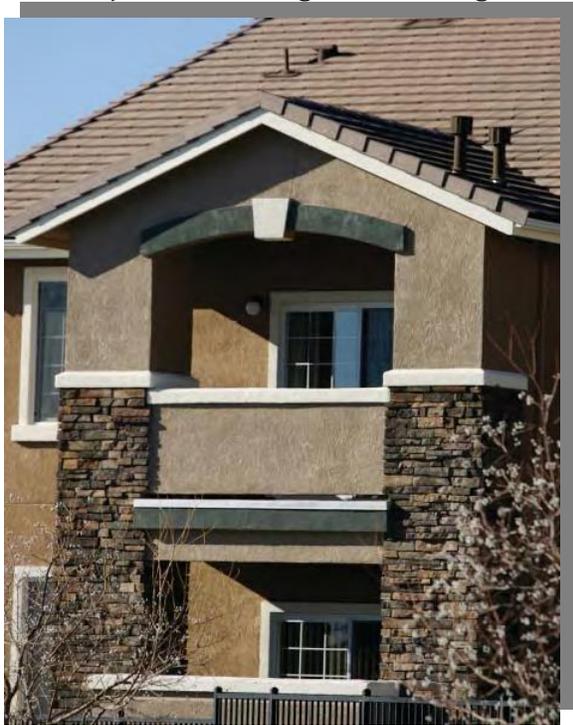
1. Variation of wall planes, rooflines, and building form should be considered to create visually engaging designs.
 - Architectural elements such as varied roof forms, articulation of the facade, breaks in the roof, walls with texture materials and ornamental details, and landscaping should be incorporated to add visual interest.
 - Balconies and small decks with landscaping should be incorporated into 2-story or higher buildings to reduce the visual impact of tall structures.
 - Architectural elements such as fenestrations and recessed planes should be incorporated into façade design. Large areas of flat, blank wall and lack of treatment are strongly discouraged.
 - Semi-private areas such as covered front porches and/or courtyards are highly encouraged.
 - Roof height, pitch, ridgelines, and roof materials should be varied to create visual interest and avoid repetition. Architectural style should be considered when designing the roof plan.
 - Stairs and other entry access requirements such as wheelchair ramps and elevators should be integrated into the overall project design.
2. Proportional relationship between adjacent buildings and between the building and the street should be maintained.
 - Unit/building layout should ensure the gradual transition of building height and mass.
 - Pedestrian scaled entry should be a prominent feature of the front elevation.
 - Building entry zones should be clearly defined through the use, or combined use, of elements such as accent paving, accent planting, color pots and bollards.
 - Architectural detail such as windows, awnings, trellises, articulation, balconies, patios, landscape planters, and material changes at the

street level should be used to soften the edge of the building and enhance pedestrian scale.

3. Placement and configuration of parking areas, garages, and carports should be considered.
4. Setbacks shall comply with the requirements of the Zoning Ordinance and building codes where applicable.

2.2.3 Exterior Building Materials and Color

1. Variation in color and materials should be considered to create visually engaging designs.
 - High quality and durable materials, such as stone, brick, and cementitious siding are encouraged.
 - Creative use of plaster and stucco finishes that add visual depth and texture is highly encouraged.
 - Creative and appropriate use of color is encouraged.
 - Use of color should be consistent with the overall architectural style or theme of the project.
 - Variation in exterior treatment of adjacent buildings is encouraged.
2. Architectural treatment shall be applied to all elevations of a building. At a minimum, all windows, doors, and other wall openings shall be trimmed consistent with the architectural style. The use of multiple colors is highly encouraged, and field and trim colors used on the front elevation should be extended to all elevations, wall plane variation, building mass variation, and window placement should also be considered.
3. Architectural features that enhance the façade or building form are encouraged.
 - Architectural features such as decorative moldings, windows, shutters, dormers, chimneys, balconies and railings, and landscaped elements such as lattices that add detail to a façade are encouraged.



2.3.1 Streetscape Design

1. Projects shall include bicycle and pedestrian friendly environments in their design. Options to achieve this include, but are not limited to:
 - Providing physical separation from streets and drive aisles through landscaping to encourage walking.
 - Providing pedestrian amenities such as appropriate signage, street furniture, landscaping and pedestrian- scale lighting.
 - Providing wider sidewalks to allow for two persons to walk comfortably side-by-side.
 - Providing traffic calming elements such as enhanced paving and bulb-outs at intersections.
 - Providing parking bays and other on- and off-street parking.

Units up against the street with landscaping at the base provide for a comfortable pedestrian environment and enhances the streetscape scene



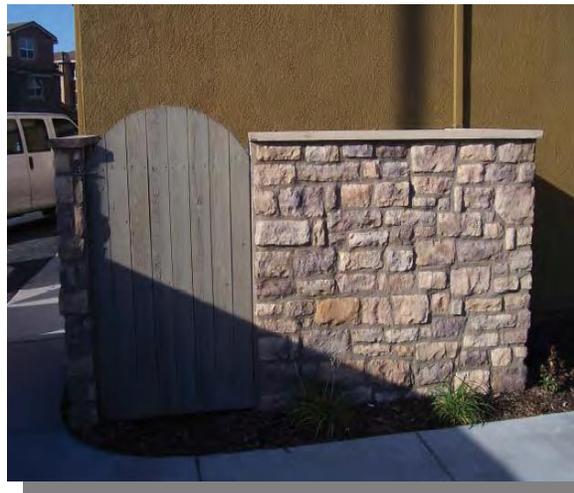
2. Utilities should be screened from public view.

- HVAC units should be located away from private outdoor space such as porches and patios, and screened from public view through landscaping and/or screen walls.
- Utility meters and other equipment should be screened with landscaping or low screen walls.
- Public utility infrastructure and other utility components should be oriented away from public view to the extent possible and screened with evergreen shrubs to the extent allowed by the utilities.



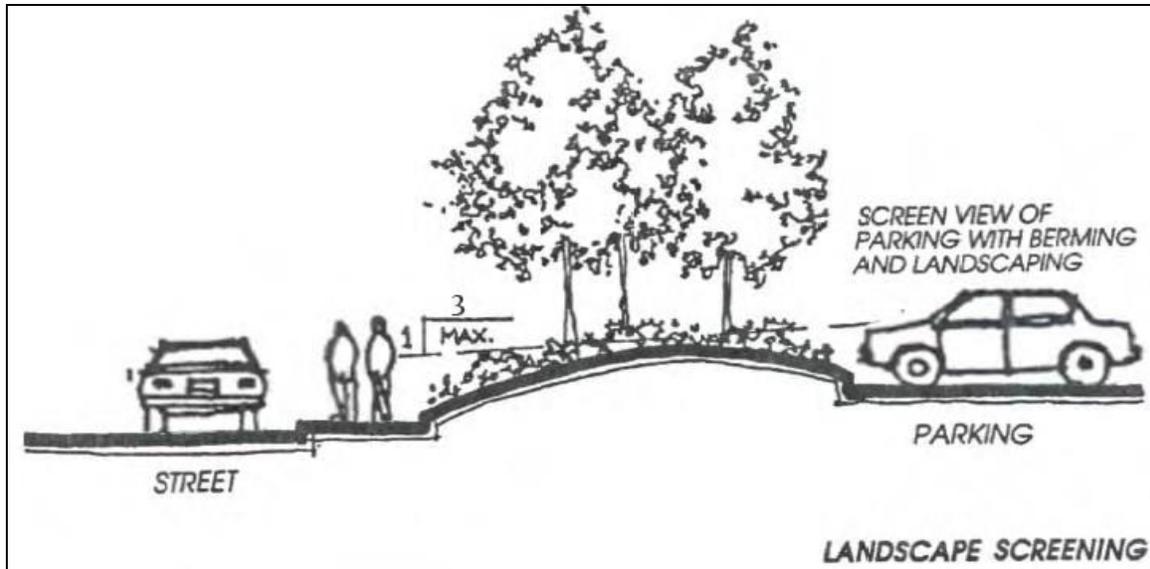
3. Loading, service, and storage areas should be screened from public view through a combination of building design and/or layout, masonry walls, grade separations and/or dense landscaping.

- Ground or wall mounted equipment should be located out of public view to the extent possible and screened or placed in an enclosure to the extent allowed by the utility companies.
- Screening for roof-mounted equipment shall be integrated into the building and roof design and use compatible materials, colors and forms. Wood lattice or fence like coverings are inappropriate for roof screening and are prohibited.
- Roof mounted equipment, including but not limited to air conditioners, fans, vents, antennas, and microwave dishes shall be setback from the roof



edge, placed behind a parapet or in a well so that they are not visible to motorists or pedestrians on the adjacent streets.

4. A combination of landscaping, berming, and screen walls to a height of three feet (measured from height of street curb) should be used to screen views of parked cars adjacent to the streetscape.



2.3.2 Landscaping

1. Landscaping shall be used extensively throughout the project to achieve multiple objectives. Objectives to be achieved through landscaping may include:
 - Adding texture to walls and other vertical surfaces;
 - Screening undesirable views;
 - Strengthening the pedestrian scale;
 - Buffering pedestrian walkways from the street and buildings;
 - Providing shade in public spaces and parking lots;
 - Assisting in neighborhood way finding;
 - Softening transitions between horizontal and vertical planes;
 - Providing a visual and noise buffer; and
 - Relieving the visual appearance of large expanses of hard surfaces.
2. Layered landscaping and a mix of deciduous and evergreen trees shall be incorporated in the landscape design. Plant palettes should emphasize massing and form rather than individual or small groupings of shrubs and trees.
3. Tree placement should provide maximum shading of sidewalks and outdoor public spaces.

4. Native planting or compatible species of drought-tolerant plants should be used as much as possible to reduce water consumption.
 - Turf is not permitted in the median or planter strip.
 - Limit turf to activity areas.
 - Group plants according to water needs and irrigate accordingly.
5. Visual surveillance of common open space, parking areas, lighting, or dwelling entries should not be obscured through landscaping.
6. Plant selection should consider site geology and soil conditions. Soil should be amended as necessary to ensure establishment.
7. Carports or trees should shade at least 50% of the paved parking areas as measured at 15 year maturity based on the tree species and mid-summer sun angle conditions.
8. Planters shall be protected from vehicles by use of raised curbs or wheel stops.
9. Trees should be a minimum of fifteen gallon size. It is recommended that larger sized trees be incorporated for accent or activity areas.
10. Shrubs should be a minimum of one gallon in size; however, a mix of one gallon and five gallon shrubs is encouraged. Screen plantings may require five gallon minimum sizes in order to provide immediate effectiveness. Shrub ground covers may be specified in either liner or one gallon sizes.
11. Landscape plans should be prepared by a licensed landscape architect and shall be prepared in accordance with the Water Efficient Landscape Requirements.

2.3.4 Plaza, Parks and Play Lots

1. Required site amenities, parks, plazas, and play areas should be provided in centrally and conveniently located places for neighbors/residents.



2. Common outdoor gathering areas should incorporate a mix of active and passive amenities.
3. Recreational amenities such as playground equipment, shaded areas, picnic tables, barbecue grills, exercise equipment, and sports facilities should be provided in common outdoor space to encourage community activity and use.

2.3.3 Defensible Space

1. Crime Prevention Through Environmental Design (CPTED) best practices including, providing defensible space, opportunities for natural surveillance, territorial reinforcement, and access control should be incorporated in unit/building design.
2. The concept of private space and control of access points should be reinforced through the use of low fences, walls and landscaping, as appropriate.
3. Window placement between units should balance privacy and natural surveillance.

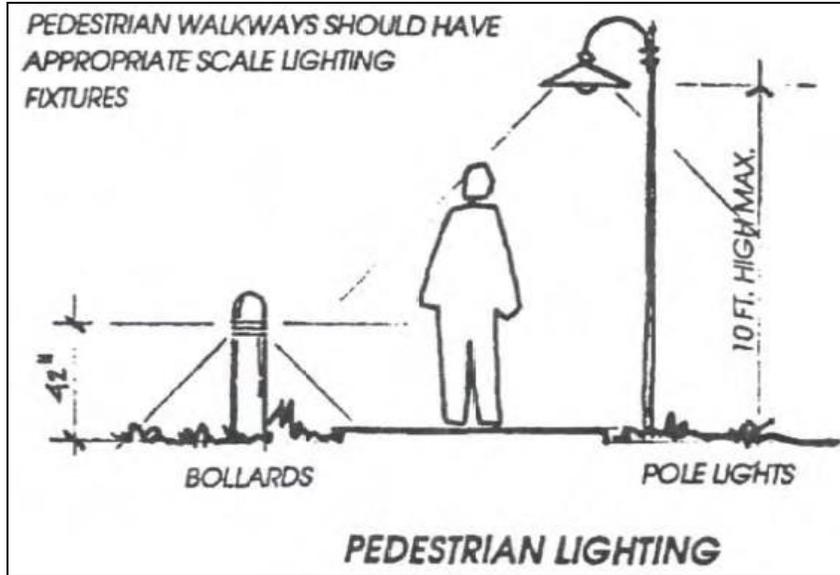
Low walls and landscaping transition grades provide separation between public and semi-private space.



2.3.5 Lighting

1. Pedestrian-scale lighting should be incorporated in outdoor areas such as pedestrian walkways, plazas, play lots and parking areas.
2. Pedestrian-scale lighting should be integrated into building and landscape design. Light fixtures should be compatible with the architectural style, materials, color, and scale of the project.
3. Safety and security in the project and its immediate surroundings shall be enhanced through lighting design.
4. Energy efficiency, color rendition, and overall effect should be considered for lighting design.

5. Exterior lighting should reinforce the architectural features and blend into the landscape. Special lighting may be used to highlight unique design elements or art features.
6. Lighting that is less than 10 feet in height is considered pedestrian scale.



7. Lighting sources shall have cut off lenses and should be located to avoid light spillage and glare on adjacent properties and in private spaces.
8. Project addresses shall be clearly displayed and illuminated for easy identification by emergency response personnel.
9. Pedestrian-scale light fixtures shall be of durable and vandal resistant materials and construction.
10. Streets, entry drives, drive aisles, and parking areas shall have a minimum illumination level of 1.0 foot candle at the pavement surface.



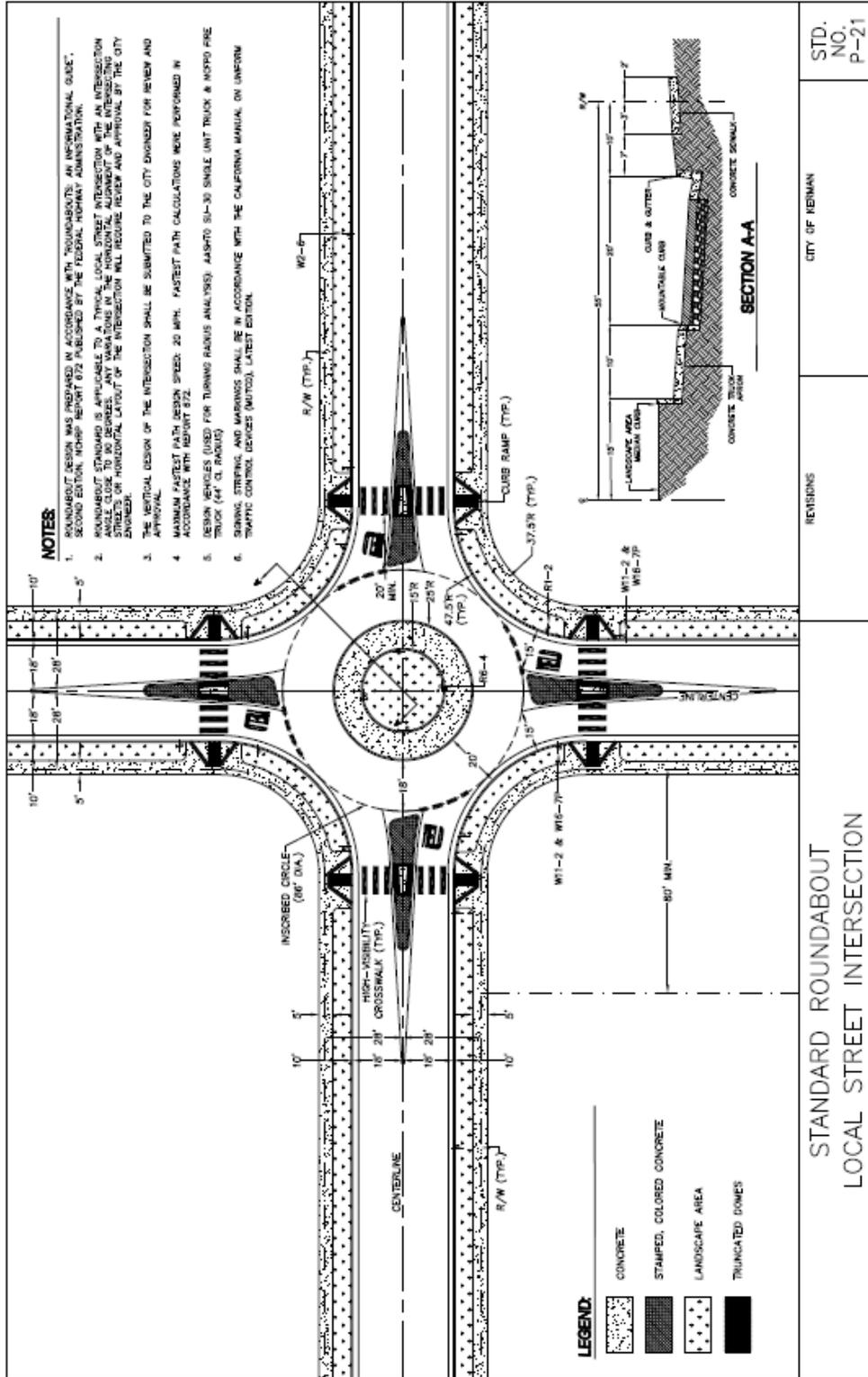
2.3.6 Signage

1. Thoughtfully integrated design themes and styles for project signage that conforms to the Roseville Sign Ordinance are highly encouraged.
2. Sign type and locations should be consistent throughout the project and the sign materials and graphics should complement the project design.
3. Building and site addressing shall comply with applicable City addressing policies.
4. Consistent with the limitations identified within the Sign Ordinance, a lighted directory sign that shows building and apartment numbers shall be placed at each project entrance to direct visitors to their desired destination.

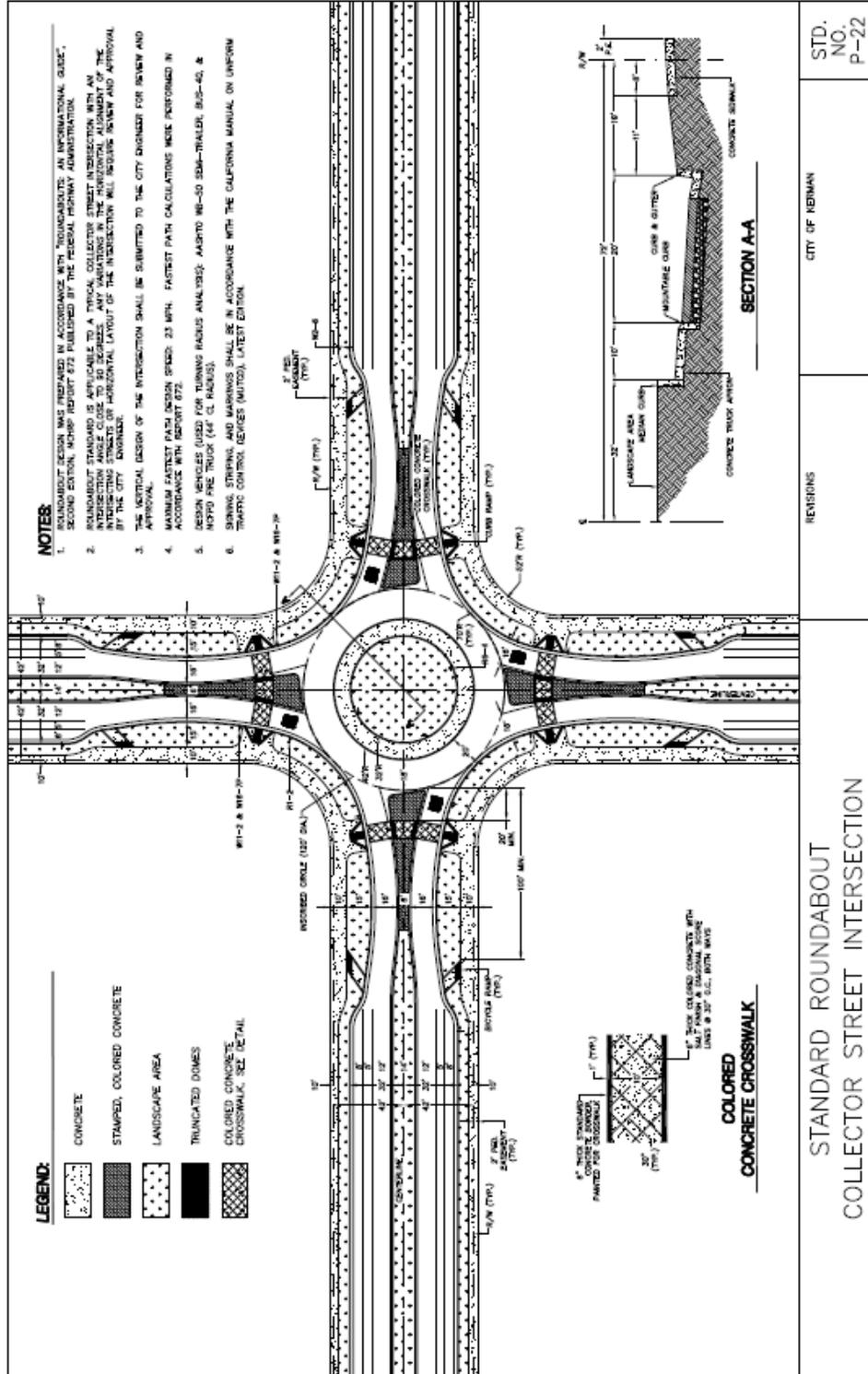


APPENDIX A

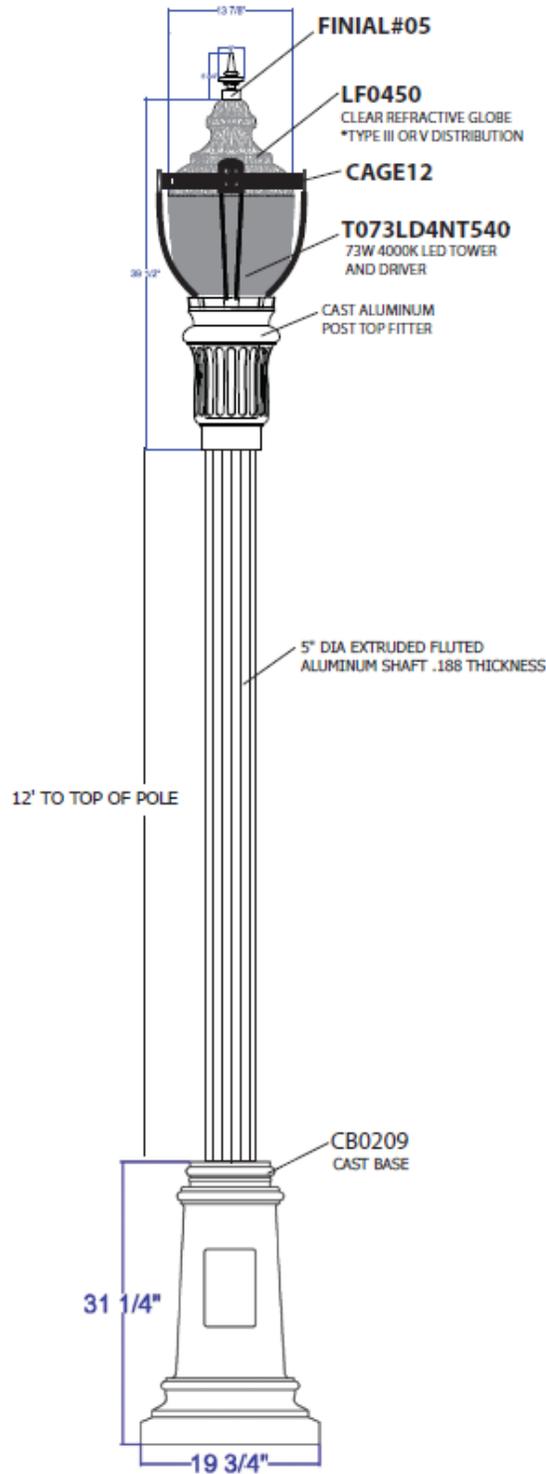
Appendix A
 Local Street – Standard Roundabout Design



Appendix A
 Collector Street – Standard Roundabout Design



Appendix A
 Preliminary Street Light Standard Design



JOB:
 City of Kerman (rev-2)
 Decorative Streetlight Standard

Specifications

PART NUMBER =
 CB02095F12.188/LF0450-T073LD4NT540/CAGE12-FIN1AL05

****NOTE**** LAMP PROVIDED BY OTHERS.
 U.L. LISTED.

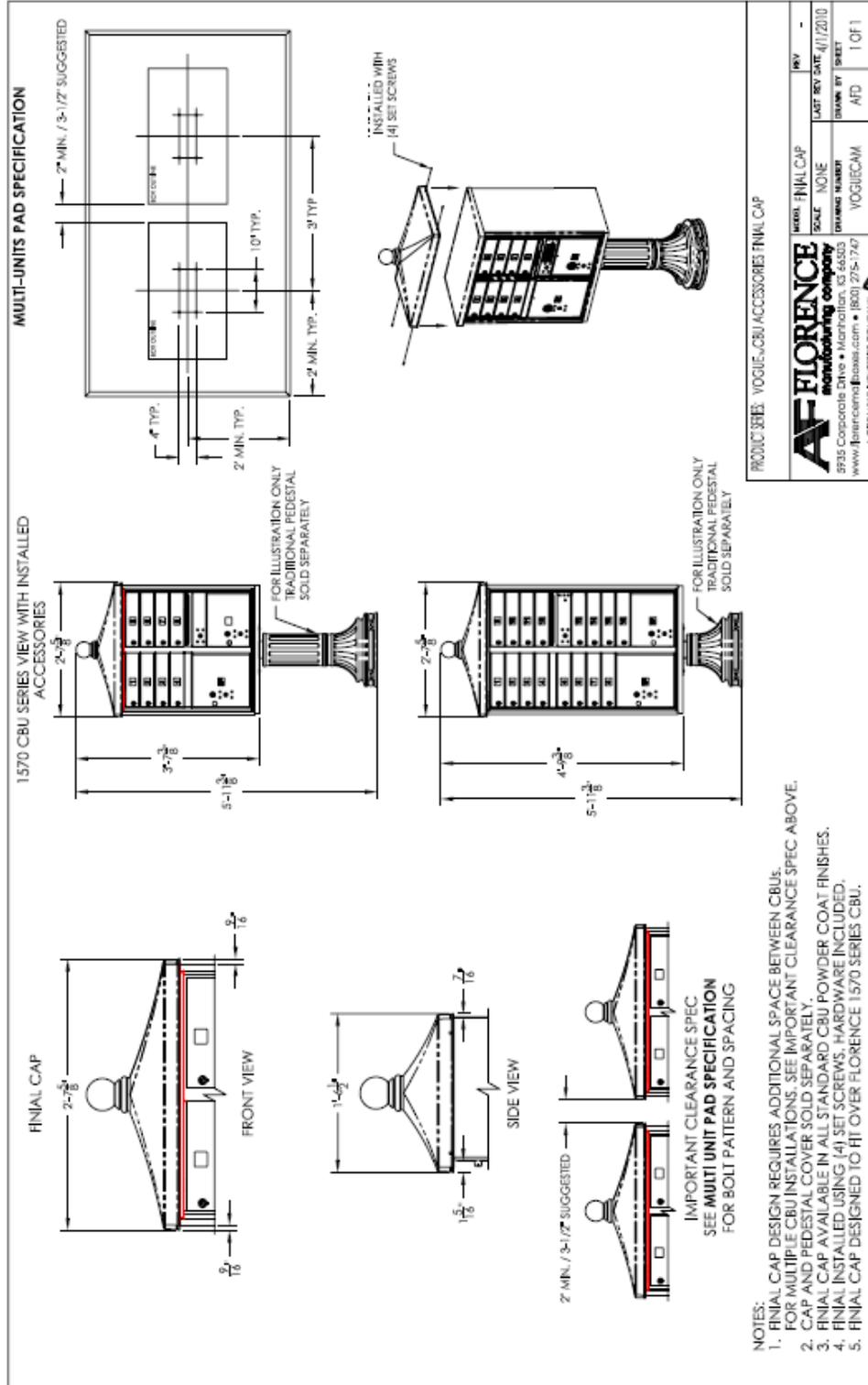
****WARNING****
 THIS FIXTURE MUST BE GROUNDED IN ACCORDANCE WITH LOCAL CODES OF THE NATIONAL ELECTRICAL CODE; FAILURE TO DO SO MAY RESULT IN SERIOUS PERSONAL INJURY.

****NOTE****
 FABRICATION TO BEGIN AFTER DRAWING HAS BEEN APPROVED, SIGNED AND FAXED BACK TO AMERICAN NAIL PLATE LITG, INC.

Appendix A Preliminary Street Sign Standard Design



Appendix A
 Preliminary Multi-Unit Mailbox Standard Design





PLANNING & DEVELOPMENT SERVICES

850 S. Madera Avenue

Kerman, CA 93630

Phone: (559) 846-9387

Fax: (559) 846-6199

lpatlan@cityofkerman.org

MEMORANDUM

TO: Kerman Planning Commission
FROM: Luis Patlan, City Manager/Director of Planning & Development
DATE: September 22, 2014
SUBJECT: Project Update

Below is a brief summary of ongoing projects:

Approved Projects

1. **Panda Express** – The restaurant is expected to open Sept. 24th. Verizon Wireless is the other confirmed tenant to anchor the 8,125 sq. ft. commercial building. Three tenant spaces remain available for lease.
2. **Medical Building** – The 10,000 sq. ft. dialysis clinic building is in plan check. The project is located in the Kerman Crossing Neighborhood Shopping Center occupied by CVS and AutoZone.
3. **Mid Valley Disposal Expansion** – Design for phase I is in progress. MVD has no firm start date for the project.

Residential Developments

4. **Tract 5488 (Boudreaux I)** – Thirteen finished lots remained after the housing crash in 2008. Since then, RM Covington purchased, built and sold five homes. He acquired an additional 5 lots. Two homes were built and sold. He plans on starting three more houses this month.
5. **Tract 5487 (Pacific Mountain)** – RJ Hill is constructing three homes and plans on starting seven additional homes for a total of ten homes this summer. There are 105 finished lots remaining in the tract. A Fresno-based builder is in negotiations with the bank to purchase the remaining 105 lots.

Capital Projects

6. **Whitesbridge & Vineland Traffic Signal** – Staff is working on a minor design issue with Caltrans. The project is expected to begin construction this fall.
7. **Goldenrod & California Rail Crossing Upgrade** – The design is complete. The City requested ROW from UPRR in June, but UPRR has yet to respond. Once the ROW is acquired the project can commence construction.

8. **Katey's Kids Nature Park** – In July, HUD notified the City that the park did not qualify for CDBG funding to install restrooms and playground equipment. The project was originally approved, but HUD changed its eligibility criteria after the fact. The County filed a waiver and the City has requested intervention from Congressman Valadao and Costa. No word on the waiver. The completion of the park will be delayed beyond the October completion date.
9. **Water Meter Project (Phase II)** – On Sept. 3rd, the Council approved the sub-agreement for the \$724,000 Prop. 84 grant to install approximately 665 residential water meters. The City will provide a match of \$241,000 for a total of \$965,000. The project will be bid next year. In Phase I, the City installed 1,725 water meters on all residential units built after 1992. There are 1,350 residential units that require meters. The City has until 2025 to complete meter installations.
10. **Jensen/Madera Avenues Roundabout** – The project is expected to be completed this fall. Staff met with Caltrans to discuss placing a gateway monument sign in the roundabout. Caltrans was receptive to the idea. Staff will discuss design and costs with Council for possible inclusion in next year's budget if feasible.

Comprehensive Planning

11. **Housing Element** – On Sept. 10th, a "kick-off" meeting was held for the preparation of a Multi-Jurisdictional Housing Element with the County of Fresno and 13 cities (excluding Fresno, Orange Cove and Firebaugh). The project consultant, Mintier Harnish will begin work on the housing element in October. The Housing Element is due to the state by December 31, 2015.
12. **Sphere of Influence Boundary Change** – On Sept. 16th, staff mailed a letter to the County CAO requesting an amendment to the Tax Sharing MOU to include the City's adopted SOI and requested that the matter be presented to the Board of Supervisors for consideration. Staff hopes to be before the BOS within the next 60 to 90 days.

Prospective Projects

13. **Tractor Sales & Repair** – An existing tractor sales and repairs business located in the County continues to evaluate relocating on a 3.56 acre site in the Kerman industrial area.
14. **Small Retail Project** – A developer advised staff that they intend to purchase Phase II of the Kerman Crossing retail center located west of Kline Street. Phase I includes CVS, AutoZone and the soon to be built dialysis clinic.
15. **Senior Housing Project** – A developer is exploring the possibility of building a 58 unit senior housing project on a vacant 4.5 acres located at the NEC of Siskiyou and Gateway. This property is zoned neighborhood commercial and will require a zone change. The developer may present his proposal to the PC in October for preliminary input.
16. **29 Acre Regional Commercial** – A developer is conducting due diligence on preparing a master plan for the development of the 29 acre vacant parcel west of Walmart. Staff has provided zoning and development information. Preliminary at this time.