



# 4 Circulation

The Circulation Element is correlated with the Land Use Element in ensuring that the city’s transportation system appropriately accommodates growth anticipated during the General Plan planning period. It has a significant impact on existing and future residents of Kerman because it determines the route and mode by which persons are going to travel within the community and to other destinations outside the community. Pursuant to Government Code Section 65302(b), the Circulation Element must plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner. While this Element strives to encourage a multimodal transportation system that serves the mobility needs of all residents, it also reflects the suburban and rural nature of the city and its surrounding areas.

Goals, policies, and implementation programs in this element are organized under the following headings:

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### 4.1 Streets and Roadways

Kerman's roadway network is characterized as suburban and surrounded by rural roads leading into the city. It has been developed along a traditional grid system with roads running north to south and east to west, consistent with the two State Routes (SR) in the city: SR-145 and SR-180. SR-145 is Madera Avenue, the main commercial corridor through Kerman, with SR-180 being Whitesbridge Avenue at the northern end of Kerman, one of the main East-West routes in Fresno County and the main route connecting Kerman to the city of Fresno. The road network facilitates inter-city and regional travel. Kerman defines its roadways by functional classification shown in Figure 4-1. As Kerman continues to grow into the future, it is important to consider traffic patterns.

#### CIRC-1

*To provide a safe and efficient roadway system that serves all users and enhances the community of Kerman. (Source: New Goal)*

##### CIRC-1.1

##### **Consistency between Land Use and Transportation Planning**

The City shall ensure land use and transportation planning are cohesive, consistent, mutually supportive, and strive to reduce vehicle miles traveled (VMT). This will include:

- Maintaining land use patterns that encourage people to walk, bicycle, or use public transit routinely for a significant number of their daily trips;
- Using the City's provision of public services to direct development to the most appropriate locations; and
- Promoting the infill of vacant land and redevelopment sites. *(Source: New Policy)*

##### CIRC-1.2

HC

##### **Complete Streets**

The City shall plan a multimodal transportation system that provides safe, comfortable, and convenient access that accommodates various vehicle types and users, including automobiles, agricultural equipment, public transit, bicyclists, and pedestrians. *(Source: New Policy)*

##### CIRC-1.3

HC

##### **Eliminate Gaps**

The City shall create a more comprehensive multimodal transportation system by identifying and eliminating "gaps" in roadways, bikeways, and pedestrian networks; increasing public transit access; and removing natural and man-made barriers to accessibility and connectivity. *(Source: Existing General Plan Action LU.J.4.c)*

##### CIRC-1.4

HC

##### **Inclusive Mobility**

The City shall consider the needs of all segments of the population when improving or expanding the transportation network to provide safe and improved mobility opportunities for all residents and employees, including persons with disabilities, youth, and elderly. *(Source: New Policy)*

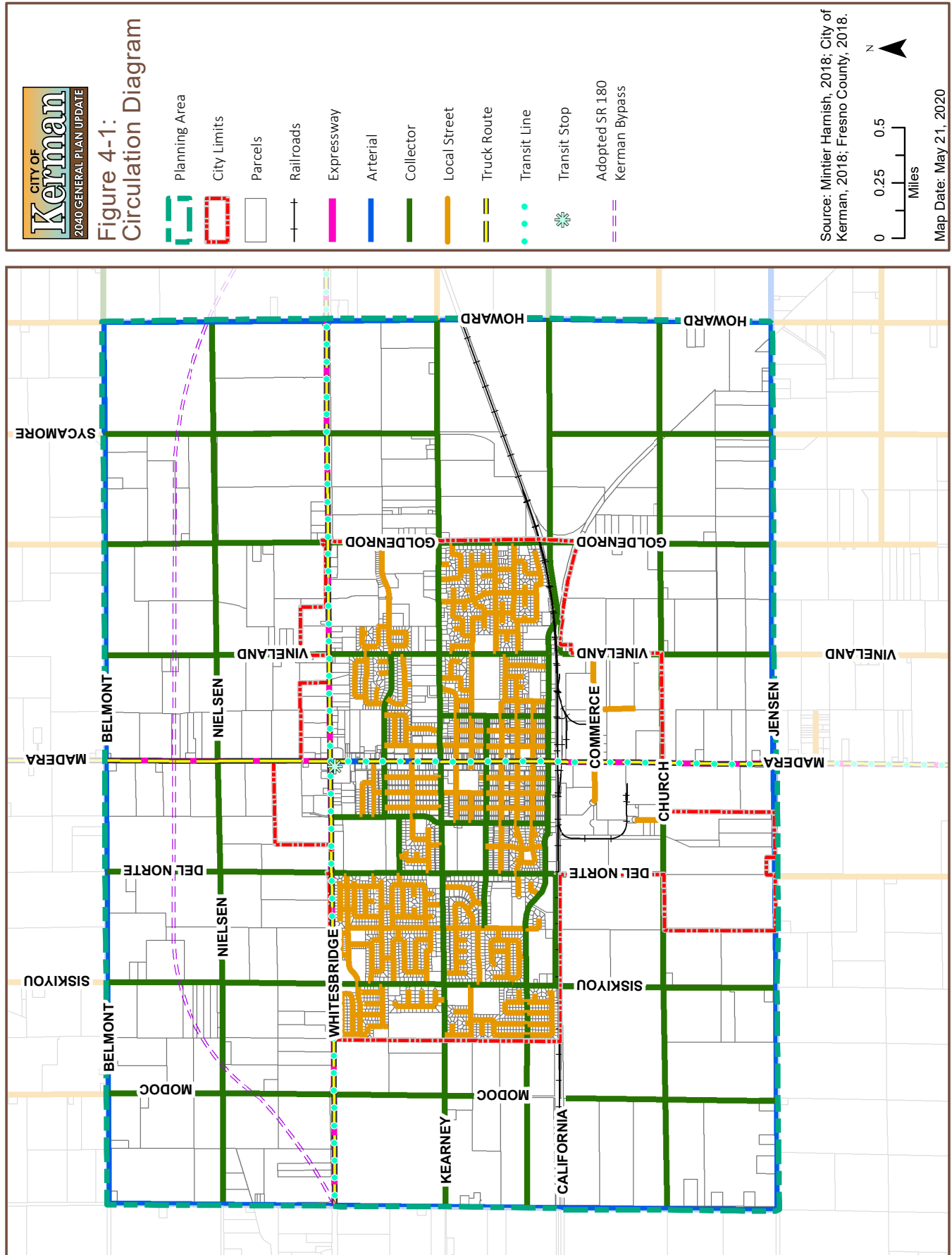
##### CIRC-1.5

HC

##### **ADA Compliance**

The City shall strive to ensure that the circulation system is safe and accessible, consistent with the American with Disabilities Act (ADA), to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within and beyond the city. *(Source: Existing General Plan Policy C4.16, modified)*

## 4. Circulation Element



- CIRC-1.6** **Safe Routes to School**  
**HC** The City shall encourage the construction of facilities and provision of programs that ensure children, families, and caretakers can walk, bike, and take public transit to school safely. *(Source: New Policy)*
- CIRC-1.7** **Achieving Mutual Interests through Capital Projects**  
The City shall use capital improvements, such as resurfacing, utility work, and road construction, as opportunities to improve the connectivity and safety for alternative modes of transportation, [as reasonably feasible](#). *(Source: New Policy)*
- CIRC-1.8** **Programming Funds for Circulation Projects**  
The City shall insure that transportation and gasoline tax funds and other funds that can be used for circulation projects are strategically programmed through the 5-year capital budget and include all modes of transportation. *(Source: Existing General Plan Action LU.J.1.a, Existing General Plan Action LU.J.2.a, and Existing General Plan Action CIRC.F.1.a, and Existing General Plan Policy CIRC.G.2, modified)*
- CIRC-1.9** **Landscaped Medians**  
The City shall continue to expand the construction and maintenance of landscaped medians on all expressways, arterials, and major collector roadways, focusing on low-water-use and drought-tolerant plants. *(Source: Existing General Plan Action LU.A.5.b, modified)*
- CIRC-1.10** **Adequate Egress/Ingress**  
During subdivision review process, the City shall require that all subdivisions, except for cul-de-sac streets, have a minimum of two egress/ingress points. *(Source: Existing General Plan Action S.C.4.b)*
- CIRC-1.11** **New Street Names**  
During the review of subdivisions, the City shall ensure the new street names are continuations of existing streets for streets that are aligned, and that addresses are logically assigned. *(Source: Existing General Plan Action S.C.4.a, modified)*
- CIRC-1.12** **Residential Driveways**  
During the development review process, the City shall strive to restrict residential driveways from entering onto collector and arterial streets. *(Source: Existing General Plan Policy CIRC.B.1 and Existing General Plan Action LU.D.1.b, modified)*



### 4.2 Vehicular Flow

Since the 1950s, the most common method to measure congestion and road capacity has been Level of Service (LOS). LOS involves assigning letter grades assigned based on the number of seconds that motorists are delayed at intersections, as well as reductions in free-flow speed that may occur as a result of the presence of motorists. Table 4-1 outlines the City's interpretation of the LOS ratings.

**Table 4-1 Level of Service**

LOS	Description
A	Free flow, low volume, high operating speed, high maneuverability
B	Stable flow, moderate volume, speed somewhat restricted by traffic conditions, high maneuverability
C	Stable flow, high volume, speed and maneuverability determined by traffic conditions
D	Unstable flow, high volumes, tolerable but fluctuating operating speed and maneuverability
E	Unstable flow, high volumes approaching roadway capacity, limited speed, intermittent vehicle queuing
F	Forced flow, volumes lower than capacity due to very low speeds; heavy queuing of vehicles, frequent stoppages

Source: City of Kerman

In 2013, the State passed SB 743, which changes the way that transportation impacts are analyzed through the California Environmental Quality Act (CEQA) process. These changes include eliminating LOS as a basis for determining significant impacts under CEQA for land use projects, and instead using vehicle miles traveled (VMT) per capita. The intent of this change is to more appropriately balance the needs of congestion management with goals for promoting infill development, active transportation, and reduction of greenhouse gas emissions. As part of this transition to VMT, the Circulation Element proposes using both automobile LOS, a localized (intersection or roadway segment) measure of auto-mobility, and the VMT metric to evaluate environmental impacts under CEQA.

#### CIRC-2

*To insure the design, construction, and maintenance of a safe, efficient, and complete roadway system that is well designed, visually attractive, and provides access to all parts of Kerman. (Source: Existing General Plan Goal CIRC 1, Goal CIRC 2, Goal CIRC 4, and Goal CIRC 7)*

#### CIRC-2.1 Level of Service (LOS) and Vehicle Miles of Travel (VMT) Standards

The City shall maintain LOS standards for use in considering conditions of approval for discretionary development projects and use VMT analysis as the standard for evaluating environmental impacts under the California Environmental Quality Act (CEQA). *(Source: New Policy)*

#### CIRC-2.2 Maintain Adequate Level of Service (LOS)

The City shall plan the roadway system to maintain adequate roadway LOS to avoid congestion and reduce VMT. A level of service of C will be the desirable minimum service level in Kerman at which highway, arterial, and collector segments will operate. A level of service of B will be the desirable minimum service level in Kerman at which intersections and rail crossings will operate. *(Source: Existing General Plan Policy CIRC.A.1 and Existing General Plan Policy C, OS, P & R.A.3, modified)*

### CIRC-2.3

EIR

#### CO Hotspot Screening

The City shall require new development projects to demonstrate LOS reductions for any project-associated intersection to an LOS E or F or worsen an existing LOS F. If this requirement is not met, a project-specific CO Hotspot analysis shall be conducted using a protocol developed by the Institute of Transportation Studies at University of California, Davis entitled Transportation Project-Level Carbon Monoxide Protocol. If the results demonstrate that the project will potentially have a significant effect on any intersection, the City shall conduct a CO Hot Spot analysis. If the CO analysis shows levels above current SJVAPCD ambient air quality standards, the project proponent shall be required to make intersection improvements to reduce CO emissions at the intersection, alter the project to reduce the impact, or implement other programs that can demonstrate a reduction in CO Hot Spot emissions below SJVAPCD ambient air quality standards at the impacted intersection(s).

(Source: New Policy)

### CIRC-2.4

HC

#### Vehicle Trip Length and Travel Time Reduction

The City shall continue to improve the street network to be efficient and provide multiple routes that are efficient to reduce trip length, travel time, idling time, intersection delays, and other emissions-producing activities. (Source: Existing General Plan Action LU.J.4.b and Existing General Plan Policy C, OS, P & R.A.4, modified)

### CIRC-2.5

#### Greenhouse Gas Reduction

The City shall strive to achieve VMT reductions consistent with the California Air Resources Board (CARB) 2017 Scoping Plan statewide greenhouse gas (GHG) emission reduction goals of 40 percent below 1990 emissions levels by 2030, [or the latest guidance from CARB, as updated.](#)

(Source: New Policy)

### CIRC-2.6

#### Vehicle Miles Traveled (VMT) Standards

The City shall establish a ~~15-13~~ percent below baseline conditions as a clear and realistic VMT threshold of significance to determine impacts on the environment related to development projects, [or as determined and adopted through the Fresno Council of Governments \(FCOG\) SB 743 Regional Guidelines Development process.](#) The City will develop ~~the~~ baseline using the ~~Fresno Council of Governments (FCOG)~~ [VMT calculation tool](#). ~~Regional Transportation Model.~~

(Source: New Policy)

### CIRC-2.7

#### Mitigation of Vehicle Miles Traveled (VMT) Transportation Impacts

The City shall require projects having potentially significant VMT transportation impacts under CEQA to implement feasible mitigation measures necessary to reduce the VMT for or induced by the project to the applicable performance metrics. Such mitigation measures may include, but are not limited to:

- Provide infrastructure and facilities for walking and bicycling, particularly those that connect with and ensure access to existing active transportation infrastructure and transit;
- Include on-site EV charging capabilities;
- Incorporate traffic-calming measures ;
- Unbundle parking (separate/optional cost) from residential units in multifamily housing developments;
- Provide incentives to carpool or use active transportation; and/or
- Provide payment into an in-lieu fee program to reduce VMT. (Source: New Policy)

### 4.3 Goods Movement

The ability to move goods throughout California's transportation network is crucial to the economic vitality of the state. The truck networks in Fresno County consist mainly of State highways. SR-145 and SR-180, which run through Kerman, serve as Terminal Access routes in California's truck network. Most large trucks are allowed on these roadways, including single and double trailer vehicles that are 48 to 57 feet in length.

SR-180 and SR-145 run directly through Kerman on S. Madera Ave., which creates challenges for encouraging a safe and vibrant central business district with a strong sense of place. Truck traffic is inherently transient and creates many nuisances for residents and business owners. Caltrans recognizes the long-term need to realign these State routes outside of the center of the community. As described in the Route Adoption Study Report, Caltrans has adopted a bypass for SR-180 that is north of the current alignment along Whitesbridge Avenue. For SR-145, potential options for the future include designating a route alignment for SR-145 around the city near or on the Lassen Avenue or Howard Avenue, or relinquishing S. Madera Ave. as SR-145 altogether. Figure 4-2 shows the proposed SR-145 alignments and the Caltrans adopted SR-180 Kerman bypass. Realization of these realignments of SR-180 and SR-145 span beyond the 20-year planning horizon of this General Plan.

#### CIRC-3

*To establish safe and efficient truck routes and truck facilities with minimal impacts on residents or business in Kerman. (Source: Existing General Plan Goal CIRC.A.6, modified)*

#### CIRC-3.1 Designated Truck Routes

To avoid the adverse impacts associated with truck traffic, the City shall continue to designate truck routes on the following streets [\(see Figure 4-3\)](#): Whitesbridge Avenue, Madera Avenue, [Jensen Avenue](#), and Church Avenue, as well as all existing and proposed streets located within the Kerman industrial park. *(Source: Existing General Plan Policy CIRC.G.1)*

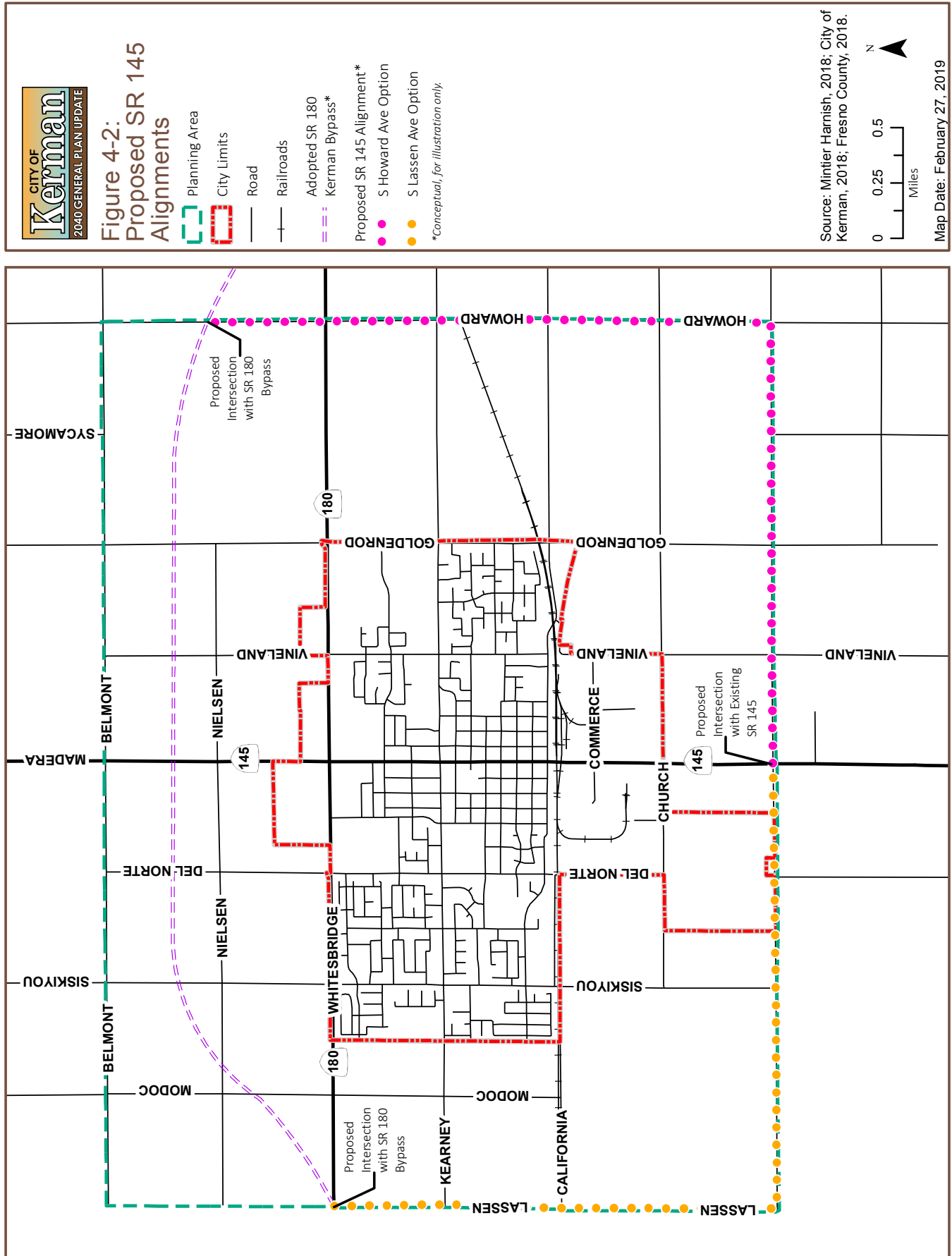
#### CIRC-3.2 Direct Traffic Away from Kerman to Preserve Community Character

The City shall coordinate with Caltrans to direct interregional traffic to Federal and interstate highways to ensure safety of Kerman residents and preserve the city's suburban character. *(Source: New Policy)*

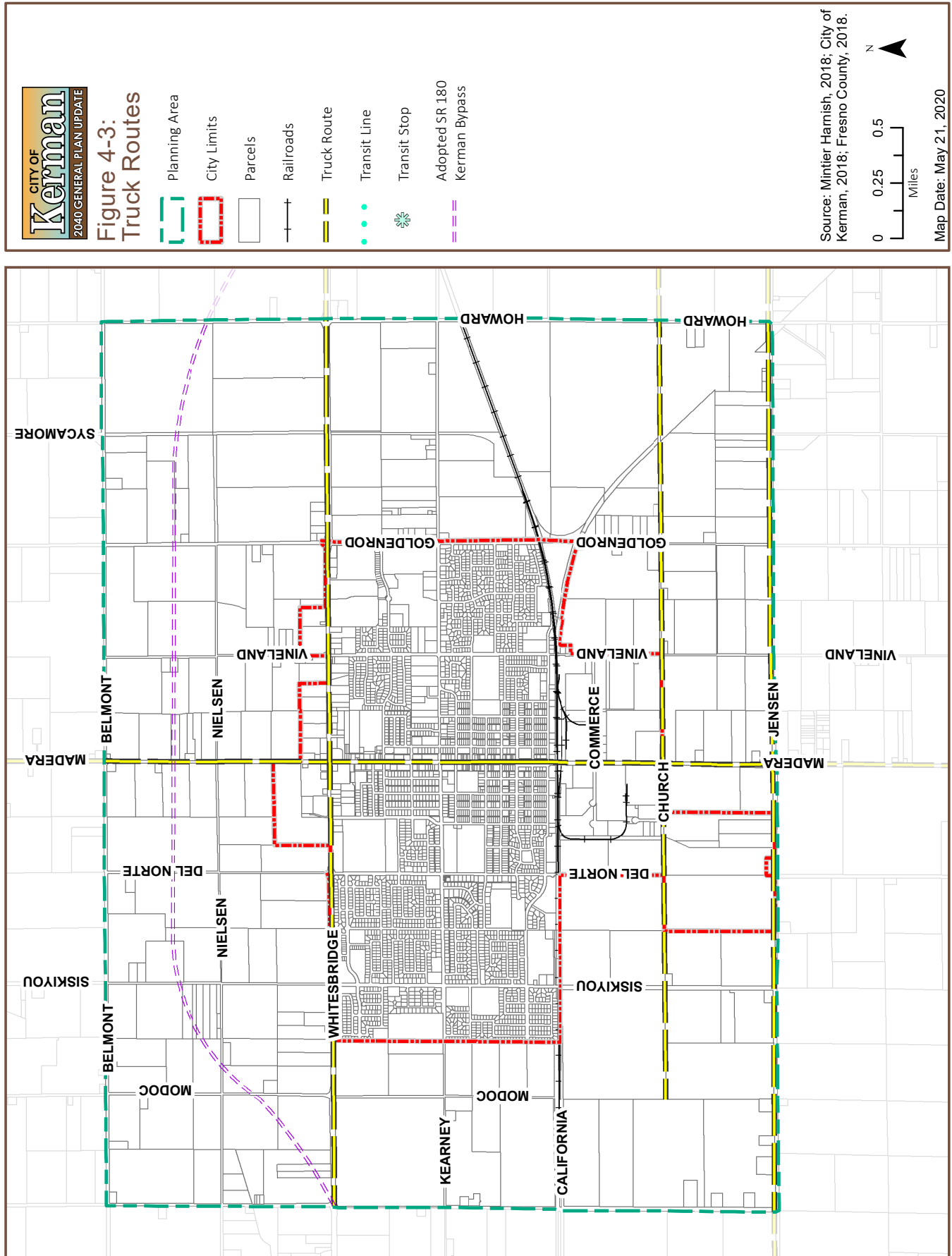
#### CIRC-3.3 Support SR-180 Northern Bypass through Kerman

The City shall coordinate with FCOG and Caltrans to widen and improve the primary roadways that connect Kerman with State Highway 99, Whitesbridge Avenue (State Highway 180) and Jensen Ave. The City supports the SR-180 Route from Interstate 5 to Brawley Avenue as described in the Route Adoption Study Report approved by Caltrans in 2013 (Project 0600000445 20.10.710.870). This includes the routing of SR-180 north of Whitesbridge between Nielsen and Belmont Avenues generally from N. Lassen Avenue to N. Biola Avenue. *(Source: Existing General Plan Action LU.I.7.c, modified)*





## 4. Circulation Element



### **CIRC-3.4 Support SR-145 Realignment or Redesignation through Kerman**

The City will work with Caltrans and FCOG to identify a preferred option to route trucks west or east around Kerman off of Madera Avenue (SR-145). These options could include designating a route alignment for SR-145 around the city near or on the Lassen Avenue or Howard Avenue alignment as a new route or route swap, or via a relinquishment of Madera Avenue as SR-145 through Kerman. The relinquishment could be through a legislative process or by Caltrans with the selection of an alternative route. *(Source: New Policy)*

## **4.4 Parking**

The success of commercial businesses can be dependent on adequate parking, particularly in suburban communities. People can be deterred from patronizing a business if they feel inconvenienced by a lack of close parking that is safe and pleasant. For other uses, such as public facilities, churches, apartments, and industries, adequate on-site parking is important so that surrounding land uses are not negatively impacted by persons parking on or in front of these properties.

### **CIRC-4**

*To ensure adequate off-street parking that is safe. (Source: Existing General Plan Goal CIRC.A.3, modified)*

#### **CIRC-4.1 Parking on the Public Right-of-Way**

The City shall limit parking on the public right-of-way along, particularly along Madera Avenue, with public health and safety priorities. *(Source: New Policy)*

#### **CIRC-4.2 Parking Lots for New Projects**

During the development review process, the City shall ensure that parking lots for new projects incorporate landscaping, adequate lighting, proper pedestrian and bicycle connectivity, and are designed to facilitate vehicle maneuverability. *(Source: Existing General Plan Policy CIRC.C.2 and Existing General Plan Action CIRC.C.2.a, modified)*

#### **CIRC-4.3 Frontage of New Parking Lots**

During the development review process, the City shall ensure that new parking lots along Madera Avenue between California Avenue and Kearney Boulevard are designed so that the parking lot does not occupy the entire frontage of the site. *(Source: Existing General Plan Policy CIRC.C.3, modified)*

### 4.5 Alternative Transportation

While personal automobile travel has been the predominant transportation mode for residents, as the city looks forward, it is critical to recognize and invest in alternative transportation modes to increase options, promote active lifestyle choices, lower household transportation costs, decrease environmental impacts, and enhance a sense of community. There are two public transit systems that service Kerman: the Fresno County Rural Transit Agency (FCRTA) and the Westside Transit service. The City is working on upgrades to bicycle facilities, including construction of additional bicycle lanes, particularly along California Avenue. The City is also improving sidewalks, completing a trail that connects existing sidewalks and bike lanes, and adding amenities to rest areas, including park benches, lighting, and trash receptacles. Figure [4-4-3](#) shows the existing and planned bicycle facilities in the city.

#### CIRC-5

*To promote bicycling, walking, and using public transit, as functional alternatives to single-passenger automobile travel. (Source: Existing General Plan Goal CIRC.5, modified)*

##### CIRC-5.1

HC

##### **Alternative Modes of Transportation**

The City shall encourage project site designs and subdivision street and lot designs that support alternative modes of transportation, including public transit, bicycling, and walking. (Source: Fresno COG 2018 Regional Transportation Plan EIR, Mitigation CC3.6.1-1)

##### CIRC-5.2

HC

##### **Active Transportation**

The City shall encourage bicycling, walking, taking public transit, and carpooling as alternatives to driving single-passenger vehicles to reduce VMT, traffic congestion, and associated emissions from additional automobile use. (Source: Existing General Plan Policy LU.J.1, Existing General Plan Policy LU.J.2, Existing General Plan Policy CIRC.E.2, and Existing General Plan Policy C, OS, P & R.A.5, modified)

##### CIRC-5.3

HC

##### **Continuous Bicycle Network**

The City shall design a safe and logical bicycle path network that links key destinations within the planning area to promote the use of bicycles as a mode of transportation to reduce greenhouse gas emissions and to encourage exercise. (Source: Existing General Plan Action LU.J.4.c, modified)

##### CIRC-5.4

HC

##### **Safe Sidewalks Along Whitesbridge and South Madera Avenues**

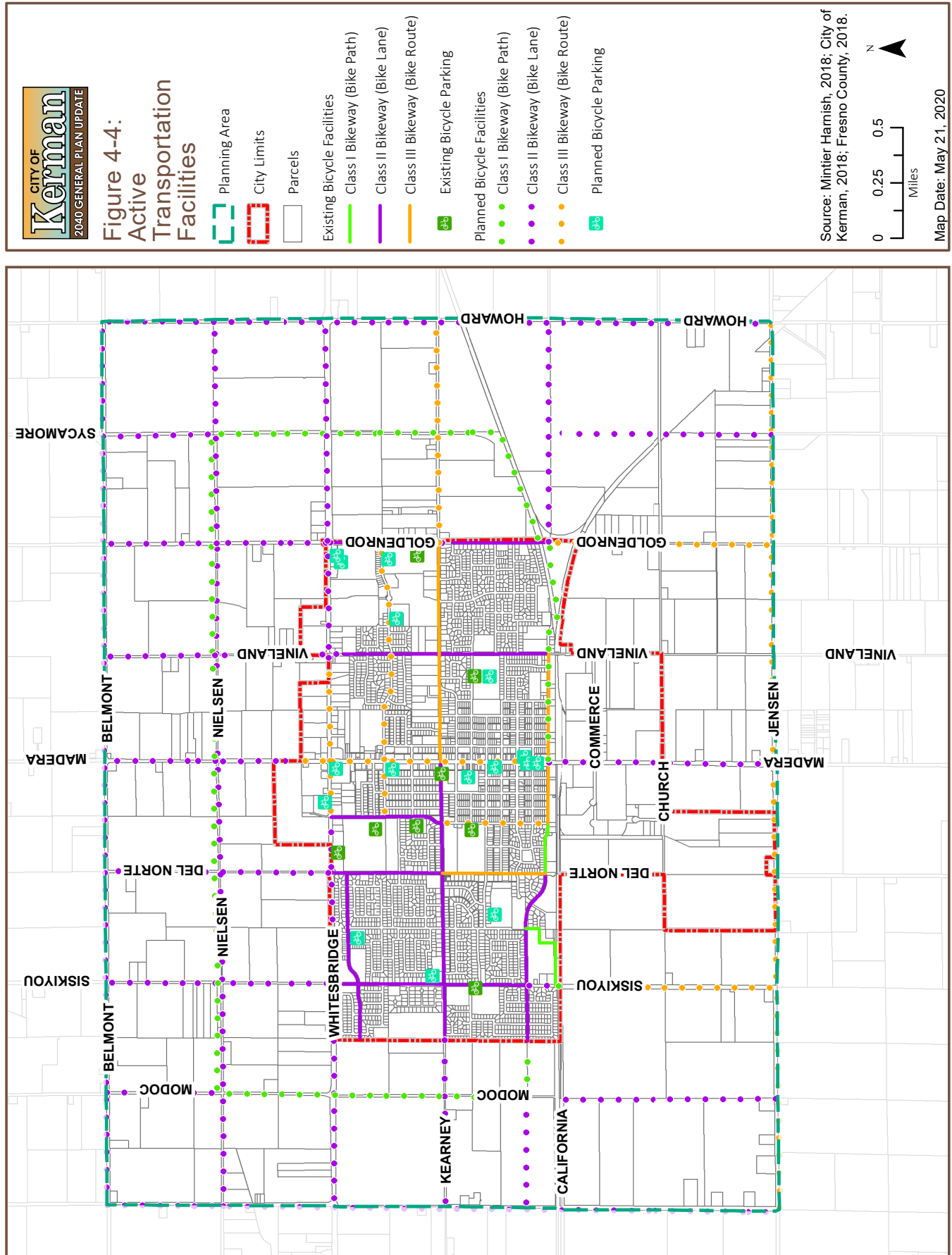
The City shall work with Caltrans to improve the sidewalks along Whitesbridge Avenue and South Madera Avenue to provide a safe, continuous, and ADA-compliant network that encourages walking, and contributes to a sense of community. (Source: New Policy)

##### CIRC-5.5

EJ HC

##### **Pedestrian Network**

The City shall design a continuous, safe, and attractive pedestrian environment within the community and providing a safe linkage to key destinations, including schools and parks. (Source: New Policy)





## 4. Circulation Element

### ~~CIRC-5.5~~CIRC-5.6 Pedestrian-Friendly Streets

HC

The City shall design and improve streets to be “pedestrian-friendly” by incorporating features including wide and unobstructed sidewalks, bulb outs at intersections, narrow traffic lanes at key locations to slow traffic speed, adequate street lighting, and trees for natural shade cover. (Source: Existing General Plan Action LU.J.4.a, modified)

### ~~CIRC-5.6~~CIRC-5.7 Transit Amenities

HC

The City shall encourage the development of facilities and services (e.g., streetlights, transit stop benches and shelters, mobile trip planning applications, and electronic transit fare payment systems) that promote transit use and contribute to community character. (Source: Existing General Plan Action LU.J.1.b, modified)

### ~~CIRC-5.7~~ Permeable Pavement

The City shall promote, as part of new roadway planning and design and as part of new discretionary development, the use of permeable paving and other passive drainage features such as bio-swailes to prevent flooding, particularly in urban areas. (Source: New Policy)

### CIRC-5.8 Electric Vehicle Charging Stations

The City shall support the installation of electric vehicle charging stations at County facilities, parking lots, park-and-ride lots, and truck stops. (Source: New Policy)

## 4.6 Implementation Programs

Programs	Implements Which Policy(ies)	Responsible	2020 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
		Supporting Department(s)					
<b>A</b> <del>Traffic Infrastructure</del> Impact Fees The City shall calculate and implement development impact fees for <del>signalization infrastructure</del> that are consistent with the Circulation Map and Assembly Bill 1600 (legislation that requires a nexus, or connection, between the fee being required and the improvement to be installed). (Source: Existing General Plan Action CIRC.D.1.b)	CIRC-1.1 <del>CIRC-1.8</del> <del>PFS-3.1</del>	Public Works					
		N/A					■
<b>B</b> Capital Improvements for LOS Standards The City will program street improvements into its <del>5-year</del> capital budget to <del>insure-assist</del> the City <del>in</del> maintain <del>ing</del> s its LOS standards, <del>as resources allow</del> . Funds for these street improvement projects <del>will</del> <del>may</del> come from gas tax, transportation funds, and development impact fees. (Source: Existing General Plan Action CIRC 1.A.a, modified)	CIRC-1.1 CIRC-1.2	Public Works					
		N/A	■	■	■		■

Programs	Implements Which Policy(ies)	Responsible	2020 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
		Supporting Department(s)					
<b>C</b> <b>Level of Service Ratings Evaluations</b> The City shall periodically review the levels of service ratings at major intersections in Kerman to evaluate the need for congestion management initiatives and traffic calming measures. (Source: Existing General Plan Action CIRC.D.1.a, modified)	CIRC-1.1 CIRC-1.2	Public Works					
		N/A					■
<b>D</b> <b>Street Signage Maintenance</b> The City shall periodically check street signs to ensure they are clearly visible and legible. (Source: Existing General Plan Action S.C.4.a, modified)	CIRC-1.3 CIRC-1.6 CIRC-1.11	Public Works					
		N/A					■
<b>E</b> <b>Impact Fees for Railroad Crossings</b> The City shall calculate and implement development impact fees for railroad crossings consistent with the Circulation Diagram (Figure 4-1). (Source: Existing General Plan Action CIRC.A.3.b)	CIRC-1.8	Public Works N/A	■				
<b>FE</b> <b>Streetscape Design Plan</b> The City shall prepare and maintain the streetscape design plan using funds <a href="#">as may be available</a> from gas tax, transportation funds, and the State grant programs. (Source: Existing General Plan Action CIRC.E.1.a, modified)	CIRC-1.15 CIRC-4.5 CIRC-4.6	Public Works					
		Planning and Development Services					■
<b>GF</b> <b>Warning Lights at the Intersection of SR-145 and SR-180</b> The City shall <a href="#">work with Caltrans to</a> install traffic warning lights at the intersection of S. Madera Ave. (SR-145) and Whitesbridge Ave. (SR-180) for vehicles to reduce travel speed and to protect pedestrians and cyclists. (Source: Fresno County Multi-Hazard Mitigation Plan, F.5.3.1)	CIRC-2.1 CIRC-2.2 CIRC-2.3	Public Works					
		N/A	■				
<b>HG</b> <b>Analysis to Establish Vehicle Miles Traveled (VMT) Standards</b> The City shall conduct an analysis of VMT in Kerman and the surrounding areas to establish realistic and achievable VMT thresholds of significance to determine environmental impacts under CEQA. (Source: New Program)	CIRC-2.5	Public Works					
		N/A	■				

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Programs	Implements Which Policy(ies)	Responsible	2020 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
		Supporting Department(s)					
<b>Vehicle Miles Traveled (VMT) In-Lieu Fee Program</b> The City shall develop an in-lieu fee program for development exceeding established City VMT standards for development to pay into to reduce their VMT impacts. This fee program shall provide funding for programs and infrastructure to reduce VMT within the city and to and from the city. (Source: New Program)	CIRC-2.6	Public Works					
		N/A	■				
<b>Active Transportation Plan</b> The City shall prepare an active transportation plan that assesses the needs of pedestrians and cyclists, identifies improvements to bicycle lanes and sidewalks, and identifies future programs and funding sources. (Source: Existing General Plan Policy LU.J.3, Existing General Plan Action LU.J.3.a, and Existing General Plan Policy CIRC.F.2, modified)	CIRC-4.2 CIRC-4.3 CIRC-4.4	Public Works					
		Planning and Development Services	■	■			
<b>Alternative Transportation Design Guidelines and Standards</b> The City shall adopt design guidelines and standards promoting plans that encourage alternative transportation modes, <a href="#">as resources permit</a> . (Source: Fresno COG 2018 Regional Transportation Plan EIR, Mitigation CC3.6.1-1)	CIRC-5.1	Public Works					
		Planning and Development Services	■	■			
<b>EV Charging Stations</b> The City shall work with Fresno COG on the implementation of their regional plan to establish priorities for EV charging station locations in the city of Kerman, and on applying for grant funds to implement these facilities. (Source: New Program)	CIRC-5.8	Public Works					
		Planning and Development Services					■

*Please see the next page.*



# 8 Public Facilities and Services

This element provides the framework for decision-making concerning public and private infrastructure, utilities, and services. Existing and planned development in the city depends on a complex network of public facilities and services. Each type of facility and service has a unique set of challenges and must adapt to growth and change differently.

Goals, policies, and implementation programs in this element are organized under the following headings:

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### 8.1 Essential Public Facilities and Services

The City is responsible for providing many essential public facilities and services. It is vital to the provision of those facilities and services that the City secure funding for new services and maintenance of existing facilities. The City needs to ensure that adequate resources are devoted to providing the necessary public facilities and services to meet the needs of existing and future residents and businesses. The City must be responsive to meeting service needs, while also ensuring that new facilities are strategically located to maximize use and efficiency.

Construction and maintenance of public facilities also provides additional employment and the building can serve as an anchor for community development. For example, a city facility, such as a court, library, or health clinic, built in or near a downtown brings additional people into the area who will shop and eat, thereby enhancing the business and commercial operations in the downtown.

PFS-1

*To provide quality public facilities and services that enhance social opportunities and quality of life. (Source: Existing General Plan Goal LU.6, modified)*

PFS-1.1



#### **Equitable Provision of Public Facilities and Services**

The City shall strive to ensure that adequate public facilities and services essential for public health and safety are equitably provided in locations convenient to all residents. *(Source: Existing General Plan Policy LU.K.3, modified)*

PFS-1.2

#### **Adequate Public Utilities**

The City shall continue to require the adequate provision of gas, electric, communications, and telecommunications services to fulfill the needs of residents and businesses. *(Source: New Policy)*

PFS-1.3

#### **Integrated Waste Management System**

The City shall continue ensuring that residents and businesses have a cost-effective, integrated waste management system. *(Source: New Policy)*

PFS-1.4

#### **Storm Drainage**

The City shall continue providing a safe and environmentally-sensitive storm drainage system that protects people and property. *(Source: New Policy)*

PFS-1.5

#### **Storm Drainage Master Plan**

The City shall require new development to comply with the standards and plans contained in the Kerman Storm Drainage Master Plan, which directs the location of new stormwater drainage lines, mains, and ponding facilities. *(Source: New Policy)*

PFS-1.6



#### **Educational Facilities and Programs**

The City shall continue supporting the provision of excellent schools and high-quality educational and vocational training facilities and programs to ensure residents have fair and equal access to social and educational opportunities. *(Source: New Policy)*

PFS-1.7

#### **Collaboration on Infrastructure Deficiencies**

The City shall collaborate with the County, neighboring cities, service districts, and regional agencies on solving issues of mutual interest and concern, including infrastructure deficiencies, water and sewer services, public safety, public roads, trail connections, and stormwater and water management. *(Source: New Policy)*

### **PFS-1.8 Location of Public Facilities**

The City shall locate new public facilities and expansions of existing public facilities, particularly City Hall, in the historic Kerman townsite, when feasible. *(Source: Existing General Plan Policy LU.K.3)*

### **PFS-1.9 Regional Public Agency Offices**

The City shall encourage various public agencies, particularly regional agencies, to locate their offices in the Kerman Planning Area. *(Source: Existing General Plan Action LU.K.1.a, modified)*

## **8.2 Water**

A quality water supply is integral for residents, businesses, and agricultural production. The City provides water service to the community, drawing groundwater from six deep wells. Although the City is not restricted to a specific volume of groundwater, the City is engaged in groundwater recharge projects and activities that reduce the consumptive use of groundwater and are intended to relieve and eliminate long-term overdraft of the Kings subbasin.

One concept which may help the city make better use of its resources is a dual water system. The primary system would provide potable water for domestic uses from deep wells. The secondary system would carry non-potable water for landscaping, industrial and fire protection from surface water and/or shallow groundwater. The secondary system would have its own mains, services, pumps, wells, and storage tanks. Preliminary planning and design of this dual system has commenced, and several purple pipe segments have already been installed in the northeast quadrant of the city.

The policies in this section seek to improve and protect the city's long-term water supply.

### **PFS-2**

*To ensure a quality and reliable water supply to meet the needs of residents, businesses, and the agricultural industry. (Source: New Goal)*

### **PFS-2.1 Water, Sewer, and Storm Drainage Infrastructure**

The City shall continue to install and upgrade water, sewer, and storm drainage infrastructure to meet current and projected growth demand, as well as current water quality standards. *(Source: Existing General Plan Policy LU.K.4, modified)*

### **PFS-2.2 Secondary Water Supply System**

The City shall pursue a secondary water supply system that is effective and cost-efficient to service urban-level development. *(Source: Existing General Plan Goal LU.7, modified)*

### **PFS-2.3 Wastewater from New Industrial Development**

The City shall discourage industrial uses that are high water users and that generate high strength wastewater, unless the industrial use can mitigate this adverse impact through ample fees, investment in public infrastructure, and/or pretreatment of its wastewater. *(Source: Existing General Plan Policy LU.H.2 and LU.H.3, modified)*

### **PFS-2.4 Kerman Wastewater Treatment Plant**

The City should preclude the intrusion of any land uses that are incompatible with operation of the Kerman Waste Water Treatment Plant. *(Source: Existing General Plan Policy LU.K.2)*

**PFS-2.5**      **Pollutants from Water Run-off**

During the development review process, the City shall require new development to provide facilities and/or measures to reduce pollutants in water run-off prior to entering the city's stormwater collection system. Options could include bioswales and other best management practices currently available at time of development. *(Source: New Policy)*

**PFS-2.6**      **Water Service to Disadvantaged Communities**

**EJ**

The City shall explore opportunities to connect and provide water service to nearby and small disadvantaged communities that lack reliable access to safe and clean public water. The City shall seek financial assistance from the State Water Resources Control Board to fund these efforts. *(Source: New Policy)*

**PFS-2.7**      **North Kings Groundwater Sustainable Agency**

The City shall continue to be a member of the North Kings Groundwater Sustainable Agency (NKGSA) and work closely with the NKGSA to develop the Sustainable Groundwater Management Plan for Kerman and the North Kings region. *(Source: New Policy)*

**PFS-2.8**      **Groundwater Recharge**

The City shall support adequate groundwater recharge by developing storm ponding and retention basins where feasible. In some areas these ponds or basins can be incorporated into a recreational area or used as wildlife habitat area, or may be required by new development to offset impacts associated with new nonpermeable surfaces. *(Source: Existing General Plan Policy CONS.B.3)*

## 8.3 Infrastructure Funding

Funding is inherent to the provision of public facilities and services. Providing the necessary public facilities and services to meet the needs of existing and future residents and businesses is vital for a safe and prosperous city. The City must be responsive to meeting existing service needs, while also ensuring that new facilities are strategically located to maximize use and efficiency.

**PFS-3**

*To secure ample and predictable funding to maintain and upgrade infrastructure.  
(Source: New Goal)*

**PFS-3.1**      **Development Impact Fees**

During the development review process, the City shall require new development to pay its fair share of community improvements proportional to its additional need through impact fees, assessment districts, and other mechanisms. *(Source: New Policy)*

**PFS-3.2**      **Maximize Funding Resources**

The City shall maximize the use of Federal, State, regional, local, and private funding resources, including leveraging grants to secure additional funding, to address infrastructure and service needs. *(Source: New Policy)*

**PFS-3.3**      **Landscape and Lighting Districts**

The City shall consider landscape and lighting districts to maintain parkways and landscaped medians. *(Source: Existing General Plan Policy C, OS, P & R.G.5, modified)*

## 8. Public Facilities and Services Element

### PFS-3.4

#### State Loans and Grants

The City of Kerman should encourage the State to provide “no interest” loans or grants for municipalities to finance infrastructure improvements. *(Source: Existing General Plan Action LU.I.7.f, modified)*

## 8.4 Sustainable and Resilient MunicipalityCommunity

The City is dedicated to investing in renewable energy to promote efficiency and economic vitality. Efficient energy technology and practices minimize costs and environmental impacts. Secure energy infrastructure that is resilient to changing climate conditions is essential for public safety and overall quality of life for future generations. The City is also interested in other design and project components that will enhance the sustainability and resiliency of the community. ~~This section focuses on becoming a leader in energy efficiency through new projects and enhancements to City operations.~~

### PFS-4

*To support and invest in efficient energy practices at City facilities and events.  
(Source: New Goal)*

#### PFS-4.1

HC

#### Efficient City Operation and Maintenance

The City shall operate and maintain City facilities in an efficient manner that meets community needs while conserving financial and natural resources. *(Source: New Policy)*

#### PFS-4.2

HC

#### Energy Efficient Facility Retrofits and Expansions

When retrofitting or expanding infrastructure and City facilities, the City shall prioritize energy efficiency and water conservation as key design features. *(Source: New Policy)*

#### PFS-4.3

HC

#### Recycling Receptacles and Biodegradable/Recycled-Materials Products

At City facilities and events, the City shall increase the availability of recycling and composting receptacles and use biodegradable or recycled-material products instead of single-use plastic products. *(Source: New Policy)*

#### PFS-4.4

EJ HC

#### Solid Waste Reduction

The City shall support and promote solid waste reduction, recycling, and composting efforts, including food waste reduction, to meet solid waste disposal target rates for the City of Kerman of 3.7 pounds per resident per day and 12.1 pounds per employee per day consistent with Senate Bill 1016, or as amended. ~~to achieve an 80 percent diversion rate by 2025 and a 90 percent diversion rate by 2040.~~ *(Source: New Policy)*

#### PFS-4.5

#### Electric Vehicle Charging Stations

The City shall support the installation of electric vehicle charging stations, where feasible, at city facilities, parking lots, and as part of new development. *(Source: New Policy)*

#### PFS-4.5 Permeable Pavement

The City shall encourage the use of permeable paving and other passive drainage features, such as bioswales, as part of new roadways and discretionary developments in order to enhance groundwater recharge. *(Source: New Policy)*

#### PFS-4.6 Infrastructure Resiliency

The City shall work with Fresno County and local utility providers to seek funding to develop infrastructure resiliency. (Source: New Policy)

## 8.5 Implementation Programs

Programs	Implements Which Policy(ies)	Responsible	2020 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
		Supporting Department(s)					
<b>A</b> <b>Water, Sewer, and Storm Drainage Master Plans</b> The City shall review the water, sewer, and storm drainage master plans every five years to ensure that they can properly and efficiently serve future development. (Source: Existing General Plan Action LU.K.4.a, modified)	PFS-1.1, PFS-1.3, PFS-1.4, PFS-1.7, PFS-2.1	Public Works	■				
		N/A					
<b>B</b> <b>Parallel Storm Drainage Line Along California Avenue</b> The City shall construct a parallel storm drainage line along California Avenue to prevent flooding. (Source: Fresno County Multi-Hazard Mitigation Plan, F.5.3.2)	PFS-1.4	Public Works		■			
		N/A					
<b>CB</b> <b>Capital Improvement Program</b> The City shall prepare a 20-year capital improvement program for Kerman's industrial park. This document shall include details on the location, size, and financing strategy for capital improvements. (Source: Existing General Plan Action LU.I.7.b, modified)	PFS-2.1	Public Works		■			
		N/A					
<b>DC</b> <b>Development Impact Fees</b> The City shall review water, groundwater recharge, sewer, and storm drainage development impact fees on a bi-annual basis. This review should focus on the relationship between the amount of fees being collected for each system and the future capital needs of each system based on development trends in Kerman, including but not limited to mitigation for polluting sources. (Source: Existing General Plan Action LU.K.4.b, modified)	PFS-2.5, PFS-3.1	Public Works				■	
		N/A					
<b>ED</b> <b>State and Federal Grants for Infrastructure Improvements</b> As reasonably available, the City shall apply for State and Federal grants to install infrastructure improvements throughout the industrial park. (Source: Existing General Plan Action LU.I.7.e, modified)	PFS-3.2, PFS-3.4	Planning and Development Services	■				■
		N/A					



## 8. Public Facilities and Services Element

Programs	Implements Which Policy(ies)	Responsible	2020 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
		Supporting Department(s)					
<b>FE Alternative Water Landscaping Feasibility Study</b> The City should prepare a feasibility study to consider the benefits of the Fresno Irrigation District providing water to common landscapes areas of new development. The study should also consider the use of wells with non-potable water. <i>(Source: Existing General Plan Action LU.K.4.a, modified)</i>	PFS-3.3	Public Works					
		N/A		■			
<b>GF Diversion Programs Increase</b> The City shall increase the number of diversion programs available to residents in Kerman to reduce the per capita rates for residents to at or below the target disposal rate of 3.7 pounds per resident per day. The City shall also continue to monitor disposal rates to ensure compliance with SB 1016. <i>(Source: New Program)</i>	PFS-4.4	Public Works					
		N/A	■				

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