NORTH KINGSBURG SPECIFIC PLAN

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Prepared for the City of Kingsburg
by
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and the Planning and Development Department
City of Kingsburg

NORTH KINGSBURG SPECIFIC PLAN

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PART I

A. INTRODUCTION TO THE SPECIFIC PLAN

SCOPE AND PURPOSE

The North Kingsburg (NK) Specific Plan serves as the primary instrument of the City of Kingsburg for carrying out urban development proposals of the Comprehensive General Plan for the Swedish Village of Kingsburg (General Plan) as they apply in North Kingsburg. The rationale for developing the Specific Plan is based on unique geographic circumstances. The Fresno-Tulare County boundary line and highly productive agricultural soils constrain development to the south and east, while the wastewater facilities of the Selma-Kingsburg-Fowler County Sanitation District (S-K-F) constrain development to the west of Kingsburg. These factors combine to focus future development primarily to the north, requiring development policies and standards that will assure environmental quality and a village character as dominant features of the urban pattern for many years into the future.

Residential expansion in North Kingsburg will adhere to well-established growth management policies of the City which, since 1988, have limited annual growth in housing units. Population growth occurred at an annual rate of 3.2 percent between 1990 and 2005, close to the target rate of 3 percent. The population on January 1, 2005, was estimated at 11,237 by the California Department of Finance. At a 3 percent rate of growth, the population of the City would climb to about 20,295 by the year 2025 and 23,528 by the year 2030.

The NK Specific Plan also contains an important non-residential component referred to as the Industrial Corridor that covers industrial and selected commercial categories of land use extending northwesterly along the State Route 99 freeway and Union Pacific Railroad tracks from the vicinity of Stroud Avenue to Mountain View Avenue. Separate development standards and regulations have been prepared for the Industrial Corridor.

In many respects, the development of North Kingsburg calls for the application of techniques of design, phasing, financing and regulation that have emerged in the creation of “new towns” throughout the country. But unlike new town developments that have been sponsored primarily by a single private development corporation, development in North Kingsburg will be sponsored by several unrelated land owners, private companies and an existing municipality. Additionally, the County of Fresno must play an important role in achieving the gradual transition of land to an incorporated urban status while maintaining the integrity of adjacent agricultural lands where urbanization is not called for by the City’s General Plan. Under these conditions, special tools are needed that will enable local government to coordinate the development process in a manner that is consistent with the General Plan and an overall Village Development Plan. The NK Specific Plan is intended to provide most of those tools.

The NK Specific Plan has several related functions:

- First, it provides an interpretation of the policies and proposals of the General Plan. It indicates the degree of flexibility that is permitted; it provides development standards to be applied to the actions of both government and the private sector; and it provides guidance to the phasing and coordination of development activity. The Village Development Plan, a map attachment, is intended to aid this interpretive function.

- Secondly, the Specific Plan describes and illustrates the ways in which private and public projects may be designed in a manner consistent with goals, policies and proposals of the General Plan. Photographs, sketches and diagrams are provided to aid this illustrative function.

- Thirdly, the Specific Plan sets forth the process of development regulation that is to be applied to private and public development actions. Unless otherwise indicated, the regulations of the Specific Plan take precedence over those of the Zoning Ordinance, including Planned Unit Development (PUD) procedures required for all residential development in North Kingsburg.

Authority and Application

The NK Specific Plan has been prepared under the authority of the following sections of the California Government Code:

Section 65450: The planning agency may -- or if directed by the legislative body, shall -- prepare specific plans for the systematic implementation of the General Plan for all or part of the area covered by the General Plan.

Section 65451 (a): A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

2. The proposed distribution, location and extent and intensity of major components of public and private transportation; sewage; water; drainage; solid waste disposal; energy; and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

3. Standards and criteria by which development will proceed, and standards for the conservation, development and utilization of natural resources, where applicable.

4. A program of implementation measures, including regulations, programs, public works projects and financing measures necessary to carry out paragraphs 1-3.

Section 65451 (b): The specific plan shall include a statement of the relationship of the specific plan to the General Plan.

Section 65452: The specific plan may address any other subjects which, in the judgment of the planning agency, are necessary or desirable for implementation of the General Plan.

Section 65453 (a): A specific plan shall be prepared, adopted and amended in the same manner as a General Plan, except that a specific plan may be adopted by resolution or by ordinance and may be amended as often as deemed necessary by the legislative body.

Section 65453 (b): A specific plan may be repealed in the same manner as it is required to be amended.

Section 65454: No specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the General Plan.

Section 65455: No local public works project may be approved, no tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan.

LOCATION

The North Kingsburg Planning Area is comprised of approximately 1,770 acres extending north from the current (2005) city limits to Mountain View Avenue, and from Freeway 99 east to Madsen Avenue. About 420 acres of farmland north of Caruthers Avenue and east of the alignment of Greenwood Avenue/Rafer Johnson Drive are not expected to be developed within the next 20 years. This land is not included within the relocated Urban Limit Line and no urban land use designations are assigned in this Specific Plan.

PLANNING APPROACH

Land use designations of the 1992 General Plan include land use proposals for the Industrial Corridor and proposals for residential expansion to a line one-quarter mile north of and parallel to Kamm Avenue. This Specific Plan proposes a General Plan amendment to move the City's Urban Limit Line north to Caruthers Avenue.

Of the 1,350 acres within the relocated Urban Limit Line that are covered by the Specific Plan's Land Use Diagram, almost half, 628 acres, are in the Industrial Corridor and are proposed for industrial or industrial reserve designation. Another 39 acres within the Industrial Corridor are proposed for highway commercial use because of their proximity to the State Route 99 freeway interchange at Mountain View Avenue.

FIGURE I-1

NORTH KINGSBURG PLANNING AREA

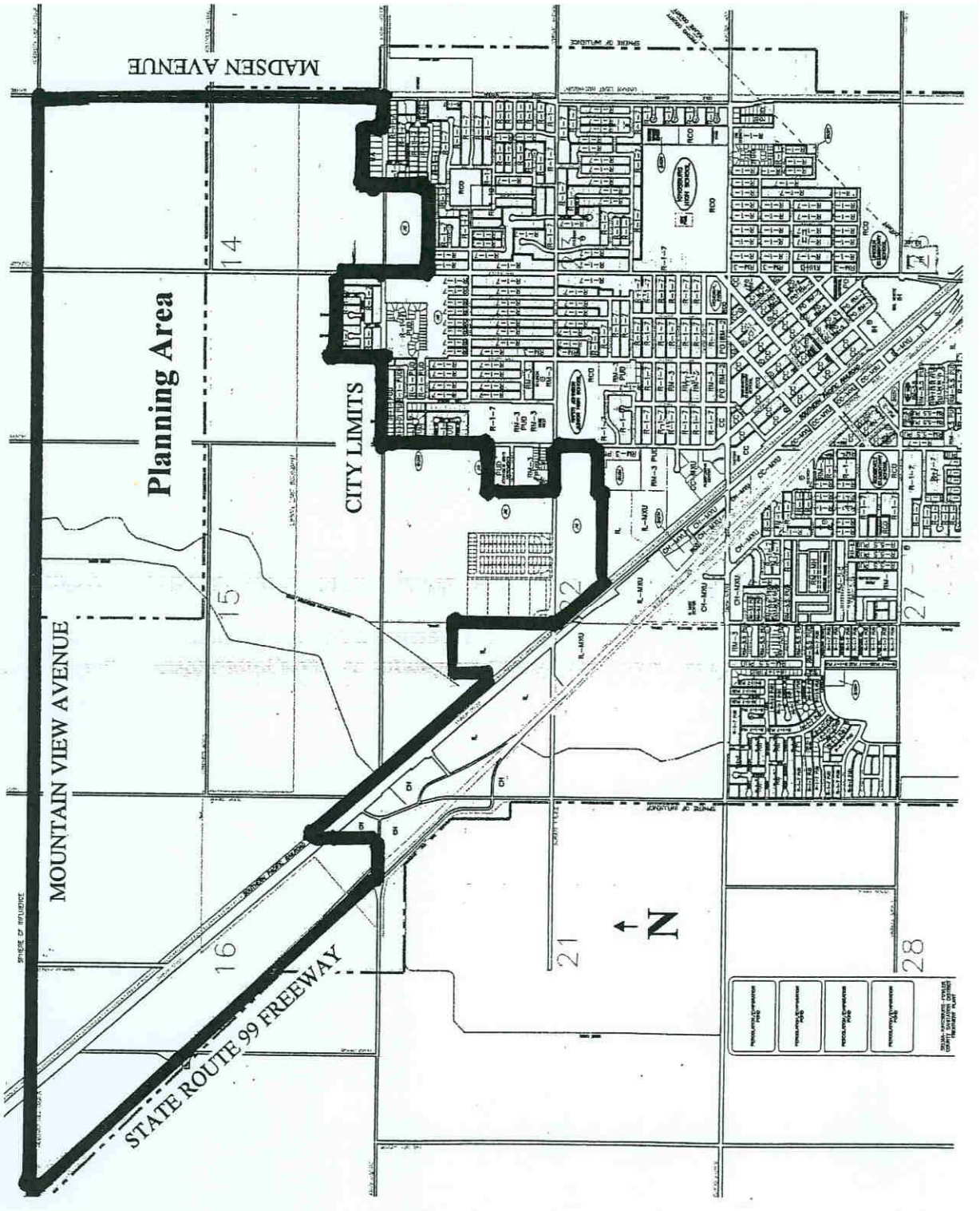
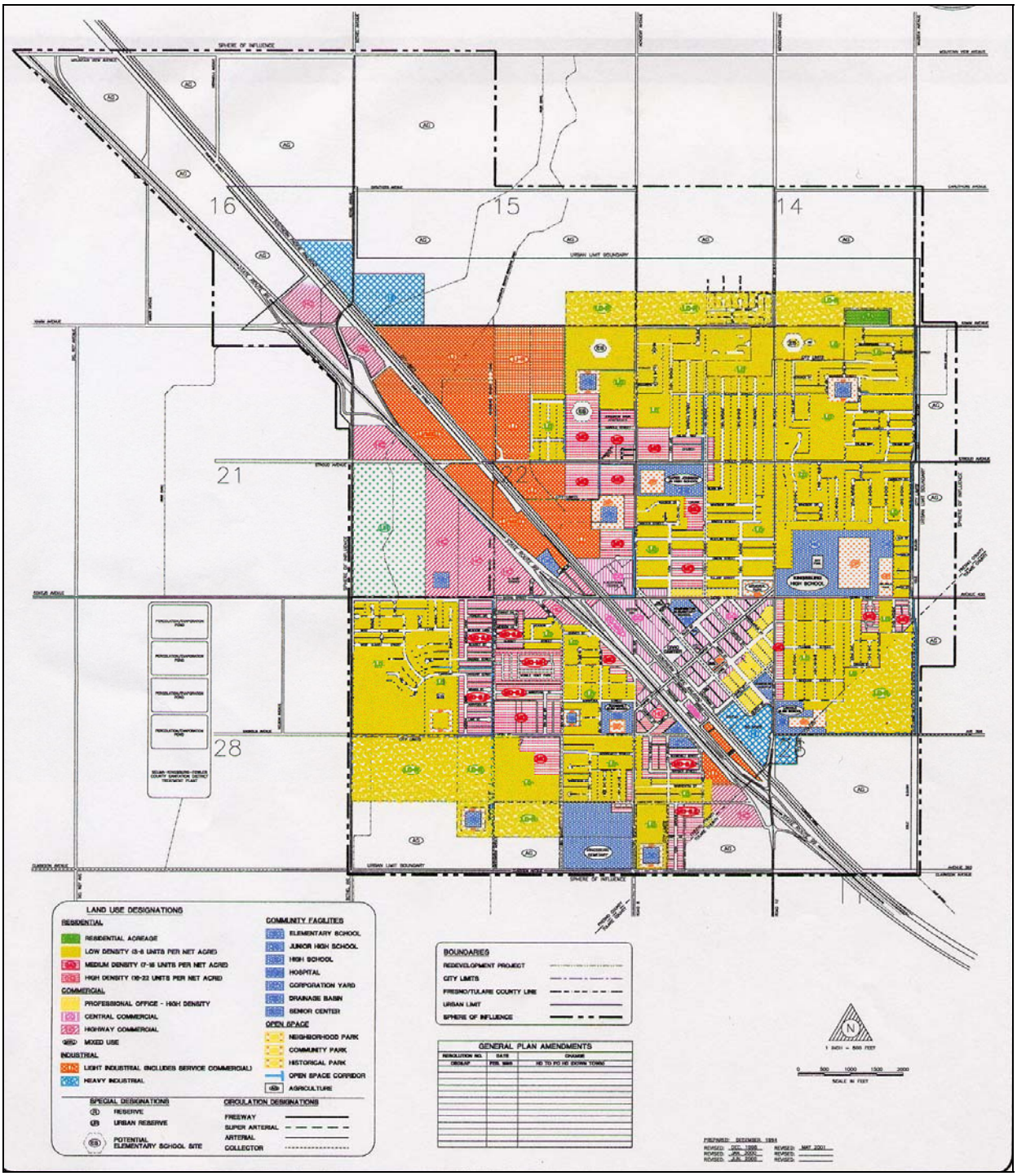


FIGURE I-2

EXISTING (1992) GENERAL PLAN LAND USE PLAN



East of the Industrial Corridor, the North Kingsburg Residential Village will take shape under the guidance of an urban design concept referred to as the Village Development Plan. The task undertaken in this Specific Plan has been to blend planning and design decisions for large sections of acreage into an integrated whole that will give desired shape and dimension to the urban form that is called for in concept by the General Plan.

A MITIGATED PLAN

The NK Specific Plan was prepared with careful consideration for the environmental factors and constraints which affect the planning area. Several studies have been conducted -- notably dealing with transportation, circulation, traffic and air quality -- that have influenced design proposals and policies of the Specific Plan and which serve to avoid or mitigate impacts that otherwise would occur.

The purposes of this initial level of environmental analysis were to identify and respond to environmental issues during preparation, rather than after completion, of the draft Specific Plan. The companion Environmental Impact Report (EIR) prepared for the Specific Plan and related entitlements thus focus on those potential impacts that cannot be avoided or fully mitigated without further environmental analysis. A description of environmental factors and impacts already considered during Specific Plan preparation is provided in the Draft EIR

A PLAN THAT CARRIES OUT A VISION.

As envisioned by the General Plan and a cross-section of local residents, the NK Specific Plan provides for a mixture of residential, selected commercial and industrial uses to complement the existing community and the sub-region. As a primary workplace and place of residence, North Kingsburg is expected to meet diverse needs, including housing that varies in density, style, size, tenure and amenities to meet a broad spectrum of housing needs.

Within the Industrial Corridor, new industries can provide Kingsburg with permanent employment opportunities and a considerable addition to its economic base, offering an alternative workplace for residents who now are employed primarily in other communities. New employment will reduce dependence on a commuting workforce that travels the State Route 99 freeway to and from the Fresno and Visalia metropolitan areas every day.

With residential development occurring in accordance with a Village Development Plan, the opportunity is presented for incorporating open space, recreation and landscape amenities, schools, parks and surface water drainage basins on a scale not previously attempted in Kingsburg.

SITE CONDITIONS

With the exception of a few industries along the railroad corridor, North Kingsburg is an area primarily devoted to permanent crops such as vineyards and deciduous fruit orchards, interspersed with small acreage in row crops. The natural contours of the land drain to the south

to the Kings River basin. The soils of the area are generally sandy-loam with good subsurface drainage. The gently-sloping to nearly-flat contours of the area pose no significant barriers to urbanization. However, the need to provide land for urban expansion has always conflicted with the need to preserve land for agriculture. This dichotomy reinforces the need to continue the City's growth management policies well into the future.

For a complete discussion of existing environmental conditions, please refer to Part III of the project EIR which describes the environmental setting of the planning area.

FORMAT AND CONTENT OF THE SPECIFIC PLAN

The NK Specific Plan is presented in seven parts including this Introduction and Executive Summary. Part II presents the objectives of the Specific Plan in relation to corresponding goals of the General Plan. The objectives provide the basis in policy for many of the design proposals of the Specific Plan.

Part III presents the land use and circulation proposals of the NK Specific Plan, and fulfills the interpretive and illustrative functions of the Plan as described previously. It also provides many of the criteria and standards necessary to fulfill the regulatory functions of the Plan. Part IV describes the water, sewerage, drainage and other utility infrastructure aspects of the Plan. Part V provides community design standards and guidelines for the North Kingsburg Residential Village. Part VI provides design standards for Industrial Corridor land use.

Part VII covers Plan implementation, including:

- Phasing of street and interchange improvements and development of residential areas;
- Implementation regulations and ordinances, including development agreements, cancellation and non-renewal of Williamson Act contracts, and infrastructure administration;
- Financing and fiscal measures, including a description of infrastructure financing districts, special taxes, bonds, impact fees, private developer financing and financing of on-going maintenance and operations;
- A preliminary financing plan outlining the strategy for funding the costs of public infrastructure, community facilities and public services necessary to carry out the NK Specific Plan;
- The City's development review and approval process;
- Relationship of the NK Specific Plan Environmental Impact Report to subsequent discretionary projects;

- California Environmental Quality Act compliance; and
- NK Specific Plan enforcement.

B. EXECUTIVE SUMMARY

Urban Limit Line Relocation and Sphere of Influence Expansion

In order to accommodate residential expansion north of Kamm Avenue, the Urban Limit Line is relocated to the alignment of Caruthers Avenue. With the concurrence of the Local Agency Formation Commission (LAFCo), the Sphere of Influence (SOI) line would be moved from Caruthers Avenue north to Mountain View Avenue, thus extending the line along Mountain View Avenue from Bethel Avenue to Madsen Avenue, and in effect "squaring off" the existing northern SOI boundary.

Proposed SOI changes that do not directly affect North Kingsburg, but are analyzed in the Specific Plan Environmental Impact Report, would take place along the east and west edges of the City. The change in the east is to delete the acreage from the SOI that lays east of and parallel to Madsen Avenue to better protect agricultural lands east of Madsen. The change in the west is to add a narrow strip along the west side of Bethel Avenue from Clarkson Avenue north to the State Route 99 freeway so that full development of Bethel as an arterial street can be accomplished and better coordination can be achieved between the City and the Selma-Kingsburg-Fowler County Sanitation District.

General Plan Amendments

1. Extensive changes are proposed to the existing land use and circulation plans east of Bethel Avenue between the current city limits and Urban Limit Line, and considerable acreage is added to the land use and circulation map between the current Urban Limit Line and Caruthers Avenue. With planned development of diagonal streets and realignment of other street segments superseding the current grid pattern of streets and parcel lines, a description of the changes and additions would be very difficult to write or understand. More relevant is a comparison of the current General Plan and the Village Development Plan.

2. A second amendment requires that all subdivisions, parcel maps and residential site plans within the NK planning area be processed as Planned Unit Developments to provide greater design flexibility in mixing affordable housing for Very Low and Low Income households, and housing for senior citizens, with market-rate housing, and to better accommodate the residential design standards of the NK Specific Plan. This amendment would be implemented through a PUD Overlay Zone provision added to the Zoning Ordinance.

The North Kingsburg (NK) Residential Village

The North Kingsburg Residential Village is comprised of three "neighborhoods" extending from the current city limits north to the relocated Urban Limit Line at Caruthers Avenue. Undeveloped acreage at the densities proposed is capable of accommodating about 2,178 housing units, allowing for the area required for streets, alleys and such non-residential land use

as drainage basins, schools, parks and churches required in support of these residential areas. A considerable portion of the acreage in the Medium Density Residential land use designation is proposed for lands west of 10th Avenue and south of Kamm Avenue under existing (1992, as amended) land use policy. However, the planned unit development policies and incentives built into the Plan assure a broader dispersion of multi-family units throughout Low Density Residential-designated acreage as well.

The standards of development for the Village are quite different from those that have prevailed over the past 50 years or so. Emphasis is given to the collective appearance of homes to avoid monotony and the undesirable visual effects of garages and driveways dominating rows of houses. With the simultaneous implementation of a new street tree ordinance, more careful attention is directed to the planting and maintenance of street trees to create shade canopies over on-street parking lanes and sidewalks. Alleys are to be more functional, with vehicle access through alleys to housing units encouraged. A system of recreation corridors is interlaced within the neighborhoods, connecting school and recreation sites and permitting pedestrian and bicycle movement without conflicting with motor vehicle traffic on streets.

Primary means of vehicle circulation will continue to be the use and extension of 10th and 18th Avenues, the primary north-south arterial streets, and Kamm and Stroud Avenues, the main east-west arterials. 10th Avenue is planned as a 4-lane divided facility with street trees in the median and along the sides where such amenities are not precluded by existing development. 10th Avenue is planned for back-on residential development where practical. 18th Avenue is planned for single travel lanes in each direction with landscaped median and left-turn slots at intervals.

As the Village expands northward over the next 20-plus years, Mountain View Avenue will play a more important role in providing access to and from the freeway and cities to the east and north.

Of particular importance to development in North Kingsburg are improvement of the Kamm/Bethel freeway interchange, the approach to that interchange from the east, the crossings of Golden State Boulevard and the Union Pacific Railroad main line, and the conveyance of traffic from that interchange to the southern end of Fresno County's Southeast Regional Corridor at Academy and Mountain View Avenues. The Village Development Plan includes the southwesterly extension of Academy Avenue south of Mountain View Avenue along a 4-lane divided diagonal route connecting with the Kamm-Bethel freeway interchange. The diagonal connector is referred to as the Academy Parkway.

Build-out of the NK Residential Village will result in major local traffic impacts on 10th Avenue between Kamm Avenue and Sierra Street. Development of the Academy Parkway would make it possible to avoid exacerbating the situation with the addition of regional traffic introduced to town from the Southeast Regional Corridor. The quality of life in the NK Residential Village would be compromised if 10th Avenue becomes overtaxed and congested, with hazards and delays resulting.

The Industrial Corridor

The Industrial Corridor takes on considerable significance as an employment center for the Kingsburg area. Water and sewerage system expansion into and along the Corridor will be necessary to enable the City to realize the economic potential that the Corridor offers. Until the territory can be provided with municipal services, the City cannot annex it.

The lack of municipal water and sewerage systems within key locations in the Corridor has had a negative impact on Corridor development. While Corridor land use policy has been around for more than a decade, no significant new industrial development has occurred except the provision of cogeneration power facilities at the Sun Maid plant and a large warehouse for canned fruit north of the Albertson's commercial center. Given the visual and physical accessibility of the Corridor from the freeway, unrealized industrial and commercial development has further characterized Kingsburg as a community where people live but mostly work elsewhere in the region.

Like policies and standards for the NK Residential Village, Corridor development policy goes well beyond simple designation on a map. It encompasses standards of design and maintenance that typify a first-rate business community. The range of industrial uses encouraged is broad, from heavy manufacturing to research and development and incubator industries. Also encompassed are highway commercial uses and specialized regional retail and supply serving the agricultural economy of the area.

Principal access to the Corridor from the freeway is afforded by interchanges at Mountain View Avenue and Kamm-Bethel Avenues. They connect to Golden State Boulevard/Simpson Street, which serves as a four-lane divided super-arterial traversing the full length of the Corridor.

Policy Highlights of the Specific Plan

For ease of reference and to improve understanding of the NK Specific Plan, policy highlights of the Plan extracted from Parts II through VI are presented below. Given the description provided above, some repetition will be apparent.

POLICY HIGHLIGHTS OF PART II - SPECIFIC PLAN OBJECTIVES

Objective 1A: Add to the economic vitality of Kingsburg by providing more local jobs, homes and revenue-generating land uses. This objective calls for investing in utility and street infrastructure within the Industrial Corridor to eliminate barriers to industrial and selected commercial investment. It also calls for assuring capability to provide essential municipal services as a condition of annexations.

Objective 1B: Ensuring fair-share and financially feasible community improvements. This objective calls for expanding and regularly evaluating the Capital Facilities fee structure to embrace arterial street widening, construct trunk water and sewer lines, and provide

certain community facilities needed by the City as a whole as a result of urban expansion in North Kingsburg.

Objective 1C: Programming the timely provision of public improvements with each phase of private development. This objective calls for all public improvements to be provided that are necessary to serve each phase of private development. For example, if certain amenities are proposed for a project as a whole, they should be available as each phase develops, or assurance should be provided that financing is set aside to make them available in a timely manner.

Objective 1E: Infill development. This objective calls for substantial infill development of bypassed undeveloped lands south of Kamm Avenue before allowing substantial development north of Kamm Avenue.

Objective 1F: Expedite the provision of infrastructure necessary to serve the Industrial Corridor. This objective calls for building out the Corridor with industrial and business park projects to provide much-needed balance between new jobs and new housing in the community. For housing developers who cannot participate directly in creating business and industrial park occupancies, they would make financial contributions to an infrastructure account to extend needed municipal utilities and services into the Corridor.

Objective 2A: Provide diverse types of housing in North Kingsburg that responds to the needs of expanded employment opportunity and the regional housing market. This objective seeks a wide range of housing types within the NK planning area through utilization of Growth Management System incentives and the Planned Unit Development review process to avoid repetitive patterns of the same type of housing unit within a given density category.

Objective 2B: Enhance the diversity of sub-regional labor market opportunities and job training capabilities. This objective calls for giving first opportunity to qualified local area residents for training required to fill new jobs in the community.

Objective 3B: Extend the Swedish Village design concept to all buildings within the Central Business District. This objective calls for a near 100 percent application of the concept within the downtown area to reinforce broader application of the concept to North Kingsburg.

Objective 3C: Link key public facilities and activity centers, such as schools, parks and commercial centers, with pedestrian-oriented corridors separated from streets. This objective calls for a system of landscaped pedestrian corridors to link public and private activity centers within North Kingsburg. Where separate pedestrian corridors are not feasible, linkage is sought with landscaped arterial streets that create visual unity along the streetscape and connect activity centers.

Objective 3E: Ensure that landscaping and architectural designs of North Kingsburg development make a positive contribution to the image of the City as a whole. This objective seeks development in accordance with an overall illustrative Village Development Plan for North Kingsburg as described in Part III of the Specific Plan, and with design standards set forth in Part V.

Objective 4A: Encourage the incorporation of waterways and lakes in the NK Village provided that supplies of water can be obtained consistent with regional water conservation and protection goals, such as water storage or groundwater recharge. This objective seeks the inclusion of water features that enhance the visual quality and character of North Kingsburg neighborhoods. Water features would serve as visual amenities, as part of the system of public and private open space, and as part of the system of surface water drainage.

Objective 5B: Implement a diversified multi-modal transportation system between North Kingsburg and activity centers of the community, including schools, the Central Business District, the City's principal highway commercial area centering on the Sierra Street interchange with Freeway 99, and principal employment areas along the Industrial Corridor. This objective seeks to experiment with a variety of vehicles and schedules in an area where conventional transit systems are not feasible.

Objective 6A: Utilize more direct means of limiting annual housing allocations. This objective has already been advanced through development of a comprehensive growth strategy consisting of an amendment to the City Charter approved by voters on November 2, 2004, a Growth Management System adopted by ordinance, revised General Plan policies, and an Environmental Impact Report.

POLICY HIGHLIGHTS OF PART III - LAND USE AND CIRCULATION PROPOSALS

Timing and phasing of residential development: This policy makes it clear that the pace of residential development in North Kingsburg will be subject to the growth management policy that applies to the community as a whole.

The Urban Limit Line: The Urban Limit Line in North Kingsburg is relocated to the north right-of-way line of Caruthers Avenue between Madsen Avenue and the alignment of Greenwood Avenue/Rafer Johnson Drive. At the line goes north to Mountain View Avenue, then west to Freeway 99. This encompasses the entire area of NK residential expansion and the entire Golden State Boulevard Industrial Corridor.

Balancing housing construction with growth in the local economy: This policy seeks a means of reducing dependence by local area residents on jobs in other parts of the San Joaquin Valley by requiring housing developers to either participate in job-creating activities (other than housing construction) or contribute financially to providing needed infrastructure within the Industrial Corridor.

Density incentives for providing semi-public facilities: The gross density of any acreage will not be diminished by the inclusion of such semi-public uses as churches, day care centers and nursing homes, or assisted housing for the elderly, as part of an overall Planned Unit Development (PUD) design plan. However, the maximum density permitted for any parcel within a PUD shall not exceed that of the Medium Density designation of the General Plan, with an allowable building intensity range of 8-15 units per net acre.

The Village Development Plan: The Village Development Plan is intended to illustrate how related parcels of ownership are to be designed so as to provide an integrated overall community design for North Kingsburg even though land will be developed incrementally over a 20-25 year period. While rigid adherence to the Plan is not required, reflection of the basic design and land use arrangements in separate development proposals will be required unless there are compelling reasons presented to allow other design proposals.

Land use proposals of the Plan basically involve Low Density Residential and Medium Density Residential designations. Flexibility in housing type and density is encouraged by requiring Planned Unit Development (PUD) procedures to be followed for all residential projects. The Plan includes various non-residential land uses, including such public uses as schools, parks, drainage basins, community centers, and landscaped pedestrian corridors, and such semi-public uses as churches, day care centers, and nursing homes.

Circulation proposals of the Village Development Plan call for arterial streets with landscaped medians and the provision of street trees within planting strips between curbs and sidewalks on all types of streets (arterial, collector, and minor). Street trees would achieve a shade canopy for on-street parking and sidewalks and have a traffic calming effect. A diagonal road extending from Academy Avenue south of Mountain View Avenue to the Kamm-Bethel freeway interchange is a major proposal of the Plan, and that Academy Parkway diagonal would be developed as an expressway with limited access.

Features of the Industrial Corridor Development Plan: The chief features of the Industrial Corridor Development Plan can be summarized as follows:

1. Flexibility to meet varying demands of the market for industrially-related use over time.

2. Realization by the community of increased opportunities for employment of qualified local residents.

3. The ability to be more highly selective of uses permitted within the Corridor than currently allowed under the City's Zoning Ordinance.

4. Ability to achieve more appropriate standards and amenities for a community of industries and related businesses than those currently required by the Zoning Ordinance.

5. Assurance that the range of infrastructure, services and facilities required in support of site operations will be in place when needed.

6. Assurance that the right to develop over the long term can be relied upon as long as all policies and standards of the Corridor Plan are met by landowners, developers, and successors in interest.

Once the Corridor Plan is adopted as official policy of the City, several types of ensuing project proposals will be required by law to be made consistent with the Plan, including tentative subdivision and parcel maps, Planned Unit Developments, projects requiring site plan review, Conditional Use Permits and any public works projects covered by the Plan.

Land use categories of the Industrial Corridor Development Plan: Land use categories of the Industrial Corridor Development Plan include:

1. Light industrial.

2. Distribution and warehousing.

3. Agribusiness.

4. Research and development.

5. Incubator manufacturing.

6. Contractor services/shops/small product manufacture.

7. Selected heavy industry requiring rail access.

8. Regional offices.

9. Specialized retail and supply.

Mixed Use encouraged under the Corridor Development Plan: While the underlying land use categories listed above are designated for specific acreage, Mixed Use combinations are encouraged within each category under Planned Unit Development (PUD) procedures of the Zoning Ordinance to assure compatibility among uses through design proposals of projects.

Uses consistent with Industrial Corridor Development Plan land use categories: For each of the nine categories of land use designated as part of the Corridor Plan listed above, the Plan provides a list of businesses that are exemplary of the uses permitted and the flexibility allowed.

Street Standards of the Industrial Corridor Development Plan: Street standards of the Corridor Plan typically have wider lanes and greater turning radii at intersections than those used in other parts of North Kingsburg in order to accommodate truck traffic.

POLICY HIGHLIGHTS OF PART V - RESIDENTIAL COMMUNITY DESIGN STANDARDS

This is the most complicated and detailed part of the Specific Plan because of the varied classification or "types" of standards included and the many kinds of standards to be found within any classification.

The design standards cover the landscape, streetscape and architectural elements of the NK Residential Village, and include the following:

Guidelines for major public elements, including gateways, streetscapes, off-street pedestrian corridors, bike paths, parks, schools, walls and fences, signage and lighting, community facilities and other open space.

Development standards for Low Density Residential areas, including siting criteria for buildings, Planned Unit Development procedures, and lot design and arrangement, with illustrations.

Development standards for Medium Density Residential areas, including housing types, siting criteria for buildings, and Planned Unit Development procedures.

Landscape guidelines covering requirements for landscape architectural design. A separate Street Tree Ordinance addresses associated requirements such as primary and secondary lists of approved street trees, soil preparation, staking of trees, and maintenance of areas of street trees.

POLICY HIGHLIGHTS OF PART VI - COMMUNITY DESIGN STANDARDS FOR THE INDUSTRIAL CORRIDOR

Site planning guidelines, including building setbacks and buildable areas, off-street parking and off-street loading areas, public and private open space, walkways and bike lanes, utilities and communication devices, storage, service and loading areas, fences and walls.

Architectural guidelines, incorporating the Swedish Architectural Design Guidelines of the City.

Standards for exterior building and site maintenance covering exterior building surfaces, site areas, repairs of damage, and storage of materials.

Landscape guidelines covering the Corridor landscape concept and maintenance of structural elements of the landscape.

Guidelines for signs covering on-premise identification signs, streets signs, directional signs and traffic safety signs.

POLICY HIGHLIGHTS OF PART VII - IMPLEMENTATION

Timing and phasing of development: To the extent practical, most vacant acreage south of Kamm Avenue should be developed before proposals for development north of Kamm Avenue are processed. The practicality of this policy depends on the willingness of owners of key properties south of Kamm Avenue to pursue development, or to annex to the City, which could allow development of neighboring properties.

Growth management relationship to phasing: Phasing will be a requirement of residential development as specified in the Growth Management System ordinance adopted by the City in response to voter approval of Measure N, an amendment to the City Charter, in the election on November 2, 2004. Measure N calls for the City Council to enact growth control measures.

Implementing regulations and ordinances:

- Development agreements: To be used for projects complicated by the need for considerable investment in capital facilities and utilities and/or where a variety of densities and housing types will be created under Planned Unit Development procedures.

- Non-renewal or cancellation of Williamson Act contracts: Calls for a systematic approach by landowners and the City to eliminate Williamson Act contracts in accordance with an overall plan for phased development in North Kingsburg.

Financing mechanisms: A variety of mechanisms for financing public improvements are discussed, including their limitations.

A preliminary financing plan (in the form of a funding strategy): Principles are set forth to be observed as various financing mechanisms are considered and advanced to cover the costs of public improvements and facilities.

City approval process: The various types of entitlements sought and the procedures for gaining City approval are discussed, including the streamlining of permit procedures. Of special note is the requirement for filing a master tentative map covering at least 80 acres of related ownerships in order to foster the achievement of the design proposals of the Village Development Plan.

PART II

PLAN GOALS AND OBJECTIVES

Following are objectives of the North Kingsburg (NK) Specific Plan as they relate to applicable goals of the General Plan.

General Plan Goal Number 1: Balancing the social and economic costs of urbanization through growth management.

Policies and proposals of the General Plan should seek to expand job-creating and revenue-generating activities, including levels of retail, commercial service and industrial expansion which are necessary to support government services required by the expanding population base, consistent with the rate of growth established by the General Plan. The General Plan gives emphasis to the development of tax revenue and job-creating activities as a matter of primary importance to achieving other goals of the Plan. Despite pressures and demands that are certain to emerge in order to build housing units at a rapid pace, a clear policy of the General Plan is to limit the pace and quantity of housing construction to annual allocations in reasonable balance with the growth of Kingsburg's economic base.

City government has the authority and responsibility to accommodate urban expansion at costs which are reasonable in relation to the benefits received. This principle is sound but elusive to achieve without enlarging the community's economic base. Costs resulting from urban development are both direct and indirect. Examples of direct costs include public land acquisition, construction of improvements, and long-term maintenance of public facilities. Examples of indirect costs include omission or postponement of needed improvements or services; an inconvenient pattern of urbanization; difficulty in municipal management; and the disproportionate burdening of existing residents with responsibility to meet needs generated by new residents.

Specific Plan Objective 1-A: *Add to the economic vitality of Kingsburg by providing more local jobs, homes and revenue-generating land uses.*

North Kingsburg will encompass a wide variety of land uses, including approximately 667 acres of land designated for job-producing industrial and commercial activities. Work places in North Kingsburg will encompass a range of job levels in the various categories of industrial, service commercial, specialized commercial and highway commercial activities. Persons of all income levels and skills will be employed there in many types of job classifications. In addition, many jobs are expected to be generated in the construction industry as build-out occurs over a 20-25 year period.

Approximately 1,125 new Low Density housing units would be accommodated in the North Kingsburg Residential Village along with 1,053 units of Medium

Density housing, generating an added population approaching 6,000. These units would offer a range in types of residences under the Planned Unit Development process to broaden the range of household income to be accommodated.

Industrial corridor development within the planning areas will enhance the City's tax base and assist in achieving greater balance in the ratio of jobs to housing in the City as a whole. The current ratio of jobs to housing is way out of balance, indicating that the majority of working residents are employed in other communities and rural areas removed from Kingsburg.

Specific Plan Objective 1-B: *Ensure that the planned development in North Kingsburg is both financially feasible and fiscally viable.*

The implementation of the NK Specific Plan will have a beneficial fiscal impact on the City of Kingsburg. As build-out occurs, property tax, sales tax and transient occupancy tax will increase substantially, combining to become the economic engine for continued growth of the Kingsburg urban area. Phased increments of growth in the tax base and other cost/revenue factors associated with growth will be part of development agreements between the City and developers operating in North Kingsburg.

To ensure that fiscal and financial impacts are anticipated and fairly shared (as described in Part VII: Implementation), the obligations for the phased construction of new or widened streets, utilities, and community facilities will become part of newly-instituted Urban Growth Management (UGM) Fees that will be established for North Kingsburg. It may be necessary for the City to require dedication or otherwise negotiate for the acquisition of certain properties for the timely provision of new or expanded streets and utilities. Such a cooperative effort will be needed to balance the economic costs and benefits of the plan.

Specific Plan Objective 1-C: *Program the timely provision of public improvements with each phase of private development.*

A key principle is that private development phases shall include all necessary public improvements to meet City performance standards, safety standards and Specific Plan standards for quality of community development. In Part VII: Implementation, phasing is tied to private development that will assure that improvement of roadways, trenched utilities, open space, schools, parks and drainage basins. The timely provision of adequate utilities is similarly tied to City health and safety standards for new residences, workplaces and other occupied spaces. It is also intended that elementary schools will be constructed and ready when student populations and school funding necessitate their availability.

Specific Plan Objective 1-D: *Pace the provision of utilities and public services with a manageable rate of urban development consistent with the City's growth management policies.*

The Specific Plan process will require close collaboration between the City and various project proponents to establish a pace for the provision of roadways, utilities and public facilities and services that is in keeping with the City's objective of maintaining a rational rate of urban expansion through growth management. The City's growth management program, established in 1988, has been strengthened and expanded through voter approval of an amendment to the City Charter and adoption of a Growth Management System ordinance and accompanying General Plan policy amendments.

Specific Plan Objective 1-E: *Expedite the construction of initial phases of development in North Kingsburg that will act as catalysts for subsequent projects.*

This objective favors in-fill projects on vacant lands which lie between Kamm and Stroud Avenues before allowing new residential acreage north of Kamm Avenue to develop.

Specific Plan Objective 1-F: *Expedite the provision of water, sewer and drainage utilities to serve the Industrial Corridor northwest of Stroud Avenue along either side of Simpson Street (Golden State Boulevard) to Mountain View Avenue.*

This objective seeks to build out the Corridor with a variety of industrial and business park projects that will provide the much-needed balance between the number of jobs available in the community and the number of occupied housing units created on an annual basis. Policies are presented in Part III which require participation in this effort by all those who would build housing units to serve Kingsburg. While attracting industries may not be an easy task, it is made excessively difficult by the lack of participation by all those who would benefit substantially in the economics of job-creating activities within the industrial corridor, which extends from Kingsburg to beyond Fowler along Freeway 99 and the Union Pacific Railroad.

General Plan Goal No. 2: Equal Opportunity

Growth in the local economy will foster equality in opportunity for existing residents, for racial and ethnic minorities and for people of low and moderate income in the provision and availability of public services and facilities and in meeting employment and housing needs. Insofar as reasonably may be possible, policies and proposals of the General Plan are intended to provide for and support the attainment of such equality of opportunity.

Specific Plan Objective 2-A: *Provide diverse types of housing in North Kingsburg that respond to the needs of expanded employment opportunities and the regional housing market.*

A wide range of housing types is possible in North Kingsburg under policies of the General Plan. The range includes:

- Larger lots with large homes at very low densities (1-3 units per net acre);
- Low density housing on lots having a minimum of 7,000 square feet (4-6 units per net acre);
- Medium density involving multi-plex or apartment units (7-15 units per net acre);
- Medium density mobile home parks (8 units per net acre)
- Medium density with density bonuses for very low and low income households (up to 18 units per net acre).

Within these density ranges it is possible to have single-family detached and attached units, multi-plex units (duplex, triplex, fourplex), garden apartments, mobile homes, condominiums and other housing types. Mixed-density developments are encouraged. Choice in housing selection will be made possible by the Planned Unit Development (PUD) process in order to avoid repetitive patterns of the same type of housing unit within a given density category.

Specific Plan Objective 2-B: *Enhance the diversity of sub-regional labor market opportunities and job training capabilities.*

New commerce and industry attracted to the planning area should be encouraged by the City to provide first opportunity for training for new jobs created within the North Kingsburg planning area to residents of the community and surrounding area who possess the proper skills and personal qualifications.

Specific Plan Objective 2-C: *Provide community services that meet the varied needs of North Kingsburg households.*

Hand in hand with the provision of housing choice in North Kingsburg is the allocation of key locations for community facilities needed to serve the area. An elementary school campus, high school campus, neighborhood parks, drainage basins and a system of recreation corridors have been identified in the NK land use program. Also identified and labeled with the generic term "semi-public" are sites that could be developed for churches, day-care centers, nursing homes and similar facilities that are privately operated but serve substantial portions of the population.

General Plan Goal No. 3: Community Identity through the Swedish Village Concept

It is a goal of the General Plan that the Swedish Village concept will make a strong contribution toward the identity of the entire City of Kingsburg, fostering a continuing sense of pride and identity among local residents with the community's Swedish heritage. The original townsite, centering on the Central Business District, should continue to be made the target of intensive effort to honor and share the community's Swedish heritage through expression in building design, site planning, landscaping, street and open space improvement, business functions, and cultural activities having broad visitor attraction. The Swedish Village concept should also be applied to other commercial and industrial areas to the extent reasonable and practical.

Specific Plan Objective 3-A: *Extend the Swedish Village design concept to apply to public facilities, multi-family housing, and industrial and highway commercial areas and to gateway sites and structures.*

By applying the Swedish Village Concept to public structures and to multi-family housing, commercial centers and to some extent industrial areas, the Concept will have greater visual impact upon all neighborhoods and commercial centers of the community and enhance the visual character of the community as a whole.

Specific Plan Objective 3-B: *Extend the Swedish Village design concept to all buildings within the Central Business District.*

Community identity through the Swedish Village Concept will be enhanced significantly by a near-100 percent application to public and private buildings within the Central Business District, providing added support for extending the concept as described under Objective 3-A. This will require coordination and cooperation between the City and the Chamber of Commerce.

Specific Plan Objective 3-C: *Link key public facility and activity centers, such as schools, parks and commercial centers, with pedestrian-oriented corridors which are separated from streets, and provide a similar linkage of landscaped corridors along arterial streets where pedestrian corridors separated from streets are not feasible.*

A recreation corridor system and landscaped boulevards or parkways are key elements of the urban design created for the NK Village, as shown in Part III. A unified pattern of landscaping along center dividers and parallel landscaped corridors will become complementary elements of the City's community identity that can progressively be extended to the arterial and collector street system of the entire community.

Specific Plan Objective 3-D: *Establish distinctive gateways welcoming travelers and visitors to North Kingsburg and the community as a whole.*
Along the major access routes to North Kingsburg there will be both significant landscaped roadway corridors and roundabouts with eye-catching landscaping,

lighting and monumentation. Representative gateways include Simpson Street (Golden State Boulevard), 10th Avenue, 18th Avenue and Kamm Avenue. Roundabouts should be considered at certain key intersections serving NK neighborhoods.

Specific Plan Objective 3-E: *Ensure that North Kingsburg developments make a positive contribution to the image of the City as a whole through landscaping and architectural design.*

Unlike small scale incremental development proposals that have characterized most of Kingsburg's residential neighborhoods since the original town plan was devised in the 1800's, the Village Development Plan presented in Part III provides a larger-scale framework to which individual projects can be designed and integrated with each other as if conceived originally as a single project. The Development Plan, taken together with design standards of the Specific Plan, can address the desired quality sought for the NK Village area. In the case of this Specific Plan, urban design guidelines are included that address the planning area's public domain, including streets, street lighting, alleys, recreation and pedestrian corridors, parks, schools, and other open space. Guidelines are also provided for site planning, including off-street parking, walls and fences, outdoor service and storage areas, signage, and site lighting. Standards are also provided for the development and maintenance of residential, commercial and industrial areas and for semi-public uses of land.

General Plan Goal No. 4: Quality in the Form, Design and Functions of the Urban Area

The building of the future city and the rehabilitation of existing older areas are not to be approached as a collection of subdivisions and commercial and industrial enterprises, to be built out as rapidly as the private sector may desire. The City of Kingsburg has a unique opportunity and responsibility to:

- Manage the timing and phasing of development;
- Create and hold more directly to an overall town design; and
- Gain the level of cooperation required of developers and landowners to assemble land and to propose units of development in conformance with this goal.

New development and redevelopment are to reflect quality in community design and image. Development is to be phased to create a community which exhibits the best that community building and management experience will allow, limited only by the economics of market opportunity. New development, public as well as private, is to reflect high levels of community appearance and image through development regulations which express appropriate concern for visual quality. Such regulations include site

planning and engineering, architectural design, landscaping, use of signs, and maintenance of public and private buildings and sites.

Specific Plan Objective 4-A: *To the extent practical, encourage the incorporation of waterways and lakes in the NK Village as elements of visual amenity and as part of the systems of public and private open space and surface water drainage within North Kingsburg.*

The inclusion of waterways and lakes is encouraged to provide a shared community design feature that unites the public and private land uses of residential neighborhoods within North Kingsburg. These water features would become part of the functional and aesthetic fabric of NK neighborhoods, could accommodate overflows in surface water drainage occasioned by infrequent high-intensity storms, and could be used for groundwater recharge through a cooperative arrangement with the Consolidated Irrigation District. Such multi-purpose use of water features would reduce or eliminate the need for large limited-purpose drainage basins throughout North Kingsburg.

Specific Plan Objective 4-B: *Concentrate higher density residential areas within walking distance of community facilities located within North Kingsburg.*

Higher densities are to be concentrated near Rafer Johnson Junior High School and along arterial streets, with access from widened alleys and drives, avoiding direct access from the arterial street system.

Specific Plan Objective 4-C: *Maintain consistent design standards during construction and long-term maintenance of all public facilities and features in NK.*

The Specific Plan contains community design principles (Parts V and VI) which focus on the character of the public domain and site planning on private parcels. These principles call for consistent quality and timely provision of public improvements throughout North Kingsburg. Design solutions that ensure compatibility between different uses are also addressed in Part VII: Implementation.

General Plan Goal No. 5: Enhancing the Quality of Life

It is a goal of the General Plan to enhance the quality of living for present and future generations of residents by preventing degradation of the natural and man-made environment, and by taking steps to offset and alleviate the effects of that degradation which already has occurred or which cannot be avoided. The standard of living and the quality of life available will be influenced in part by public policies which reflect sensitivity to the many ways in which "environmental quality" is nurtured and achieved.

With its very name so closely tied to the environment of the Kings River, the City will also seek to establish a physical (if not jurisdictional) tie with the river environment which will provide expanded recreation and living opportunity of mutual benefit for the people who reside within and close to the river environment.

Specific Plan Objective 5-A: *Arrange phases of development to allow on-going agricultural operations within the North Kingsburg planning area to continue as long as feasible.*

Phasing policies call for concentrated rather than dispersed development patterns within North Kingsburg. The earliest phases emphasize infill south of Kamm Avenue and development in the 73 acre strip of Low Density Residential designated land immediately north of Kamm Avenue before allowing use of lands held in Low Density Residential Reserve farther north of Kamm Avenue. This will ensure the viability of continued agricultural operations on lands designated as Low Density Residential Reserve. To reinforce this policy, the City will apply its right-to-farm ordinance at the time of tentative map approvals.

Specific Plan Objective 5-B: *Implement a diversified multi-modal transportation system between North Kingsburg and activity centers of the community, including schools, the Central Business District, the City's principal highway commercial area centering on the Sierra Street interchange with Freeway 99, and principal employment areas along the Industrial Corridor.*

While public transportation is generally considered infeasible for small communities, this objective seeks to experiment with a variety of vehicles and schedules which will reduce traffic congestion during peak hours of traffic during the day and provide efficient and safe transit during periods of heavy fog and other inclement weather. For example, a serious problem of short-term traffic congestion occurs around all of the schools within the City during morning and afternoon peak periods of student movement. The concept is to gain multi-purpose utilization of the same vehicles, serving different customer groups at different times of the day. In order to establish feasibility, multi-purpose availability would be required at the onset of the program, with well-organized participation of households throughout the community.

For the long term, the NK Specific Plan should anticipate and provide a route for a light rail line serving communities of central Fresno County. In selecting the route, it is important to understand that a route in combination with a major highway facility can be made feasible by utilizing medians and also at-grade right-of-way adjacent to vehicle travel lanes.

General Plan Goal No. 6: Growth Management

The City will seek to manage the rates of population and housing growth at levels which do not exceed the capacity of the City and local school districts to provide the necessary levels of community and educational services and facilities required, consistent with all other goals of the General Plan.

Specific Plan Objective 6-A: *Utilize more direct means of limiting annual housing allocations to ensure that the desired rate of housing growth is not placed in jeopardy by proposed housing construction.*

With the passage of Measure N in the election of November 2, 2004, the first step of a comprehensive growth management strategy was implemented in the form of an amendment to the City Charter. With adoption of a Growth Management System ordinance and related General Plan amendments, a system of allocations has been put into place to prevent runaway growth.

General Plan Goal No. 7: Transportation/Circulation/Traffic

It is a goal of the General Plan to guide and provide for the development of an integrated system of transportation and internal circulation, and to provide access to other parts of Fresno County and the region. This goal is intended to benefit all citizens of Kingsburg, including the young, the elderly and the physically handicapped, by seeking the following:

- Increased transportation safety for citizens.
- The efficient movement of people and goods.
- Lower vehicle operating costs.
- Lower vehicle miles traveled with consequent reduction in vehicle emissions.
- Economy in street construction and maintenance.
- A circulation system correlated and consistent with the land use patterns fostered by the General Plan.
- Avoidance of the disruption of residential areas caused by through traffic on minor streets.
- Protection of rights-of-way needed for future arterial and collector street widening in developed areas.

Specific Plan Objective 7-A: *Provide a safe and efficient circulation system that will accommodate necessary motorized vehicular trips but which emphasizes the ease and convenience of pedestrian and bicycle travel and public transit.*

A comprehensive circulation system is provided as part of the Village Development Plan that will accommodate every type of non-motorized individual or group transportation and provide access to all areas within and outside the community. A hierarchy of streets will include super-arterial, arterial, collector and minor streets. Arterials will channel traffic through the planning area toward major destinations and activity centers of the community. Collector streets will serve the network of local streets which will, in turn, penetrate each neighborhood. All streets are being scaled to accommodate the traffic volumes anticipated at buildout of North Kingsburg.

Specific Plan Objective 7-B: *Participate in planning for circulation and/or transportation improvements that benefit surrounding communities and the San Joaquin Valley region.*

Solutions to the City's internal circulation system and connections to the regional circulation system have evolved over many years in a dialog among the City, County, regional Council of Fresno County Governments and state Department of Transportation. Continued participation in this intergovernmental effort will benefit all participants in the planning process.

Specific Plan Objective 7-C: *Allow for the efficient movement of goods and people, but minimize traffic disruption of quiet residential streets.*

The street system ensures that higher volume through traffic is not moving through any of the residential neighborhoods. Direct routes for such traffic are provided that are at the periphery of neighborhoods. A limited number of streets are intended as truck routes. Truck routes which now traverse the community – in particular, 18th Avenue – will be eliminated when the Southeast Regional Corridor is completed on the alignment of Academy Avenue north of Mountain View Avenue and extended as the Academy Parkway on a diagonal south of Mountain View Avenue to the Kamm-Bethel Avenue freeway interchange. This extension will eliminate the need to designate 18th Avenue as a truck route through the community.

Through traffic on minor residential streets will be discouraged by street patterns which eliminate minor streets exceeding 3-4 blocks in length and emphasize collector and arterial streets for through traffic.

General Plan Goal No. 10: Noise Hazards

Goals for the noise environment of the community are to protect citizens from the harmful effects of exposure to excessive noise, and to protect the economic base of the City by preventing the encroachment on noise-sensitive land use by noise-producing roadways, industries, the railroad, and other sources of noise.

Specific Plan Objective 10-A: *Arrange and design land uses and street corridors to maximize safety and minimize the effects of traffic noise.*

The major noise generators within and near the North Kingsburg planning area are:

- The State Route 99 freeway.
- The main line Union Pacific Railroad.
- Truck traffic on Golden State Boulevard/Simpson Street, and on 10th (Academy) and 18th (Mendocino) Avenues.
- Heavy industries within the Industrial Corridor.

The land use plan allocates commercial and industrial uses that will not be adversely affected by freeway or railroad noise to the corridors adjacent to those facilities. These uses will in turn act as a noise buffer for more noise-sensitive uses proposed within the NK planning area. Intermittent truck traffic along 18th and 10th Avenues will be diminished when the Southeast Regional Corridor and Academy Parkway are completed.

PART III

LAND USE AND CIRCULATION PROPOSALS

A. THE NORTH KINGSBURG RESIDENTIAL VILLAGE

Introduction

Envisioned in the General Plan as a new village, the North Kingsburg (NK) Residential Village will offer a variety of very low, low and medium density housing within three neighborhoods. Neighborhood A, west of 10th (Academy) Avenue, could have a limited amount of residential development if all of the lands primarily designated for schools, parks and ponding basins are developed for public use. Mostly residential in character will be Neighborhood B, between 10th and 18th (Mendocino) Avenues, and Neighborhood C, between 18th Avenue and Madsen Avenue.

All three neighborhoods will provide a variety of housing types for all households, from young single adults to senior single adults, from married couples with children to single-parent households, and from married couples whose children have created their own households (empty nesters) to retired seniors. Included in the latter category are seniors who depend on varying degrees of assisted living. All three neighborhoods will also include a variety of semi-public land uses needed in support of residential areas, including churches, pre-school and family day care facilities, and nursing homes. Regardless of household characteristics, the range of households involved will encompass the full range of income groups throughout the entire community.

The Village as a whole will be organized around the 10th (Academy) Avenue and 18th (Mendocino) Avenue arterials as the primary means of village access from the rest of town to the south. The Stroud and Kamm Avenue arterials will provide east-west circulation. Several community or neighborhood parks and school sites will serve as centers for village activities, connected by a series of recreation corridors or trails as a means of pedestrian and bicycle circulation free of conflict with auto and truck traffic.

Along the most westerly neighborhood, residential development will be buffered from the visual and noise effects of planned industrial expansion along the Golden State Boulevard industrial corridor by heavily landscaped recreation corridors. A community park is provided outside of the neighborhood west of Academy Avenue along the new diagonal street labeled the Academy Parkway, connecting the Southeast Regional Corridor on the Academy Avenue alignment north of Mountain View Avenue with the Kamm-Bethel Avenues interchange with Freeway 99.

In anticipation of the eventual development of a light rail corridor from the Fresno-Clovis metropolitan area through Selma and Kingsburg and possibly points beyond, accommodation is made for possible Medium Density transit-oriented villages centered around the likely route of the light rail line. It is anticipated that the line would run southeast from Selma in the Golden State Boulevard median, swing to the east around Mountain View Avenue, then go south through Neighborhood A between the community park and second high school campus to Stroud Avenue

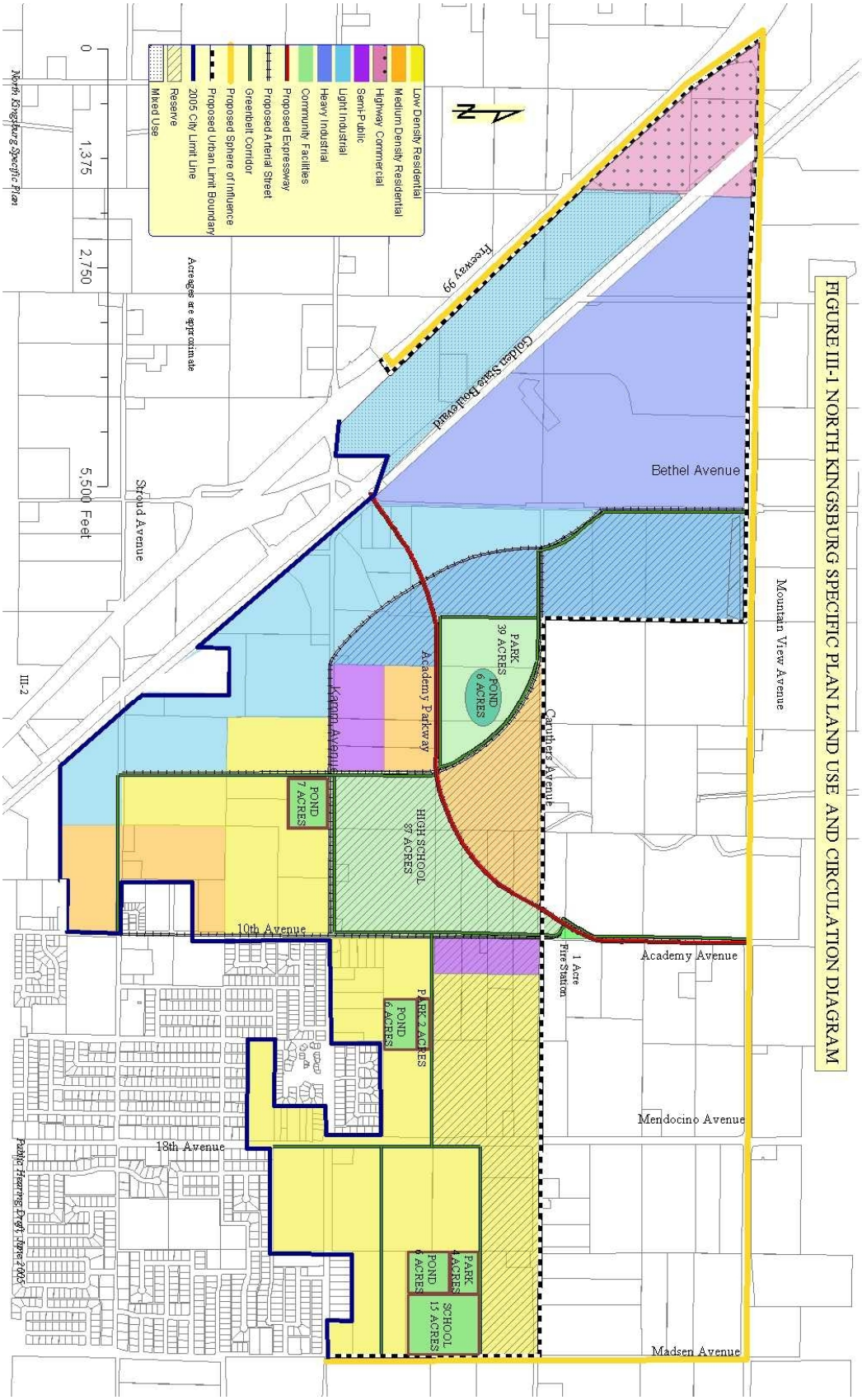
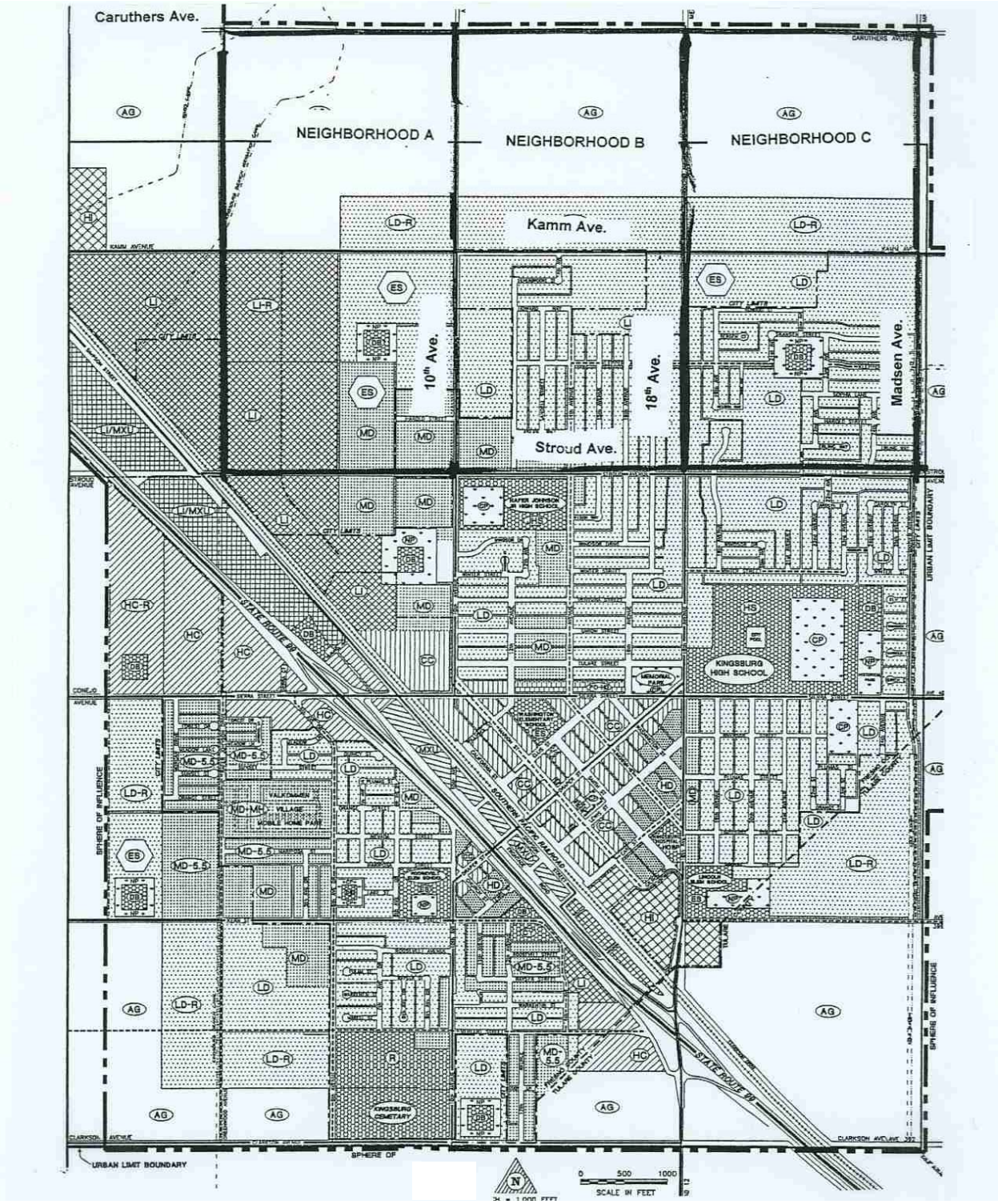


FIGURE III-1 NORTH KINGSBURG SPECIFIC PLAN LAND USE AND CIRCULATION DIAGRAM

FIGURE III-2

NEIGHBORHOODS OF THE NORTH KINGSBURG RESIDENTIAL VILLAGE



and through the property to the south. For now, the route is set aside as part of the landscaped recreation corridor system.

Residential Land Use Policies

A. Timing and phasing with respect to growth management

The pace of residential development in North Kingsburg will be determined by adherence to the community-wide program of growth management. This program includes a limited number of housing allocations and a substantial allowance for senior citizen housing.

B. The Urban Limit Line

The Urban Limit Line is intended as a precise boundary within which residential expansion is to be confined in developing the NK Residential Village. The revised Urban Limit Line goes north on Madsen Avenue from below Sierra Street to Caruthers Avenue, then goes west on Caruthers Avenue to the alignment of Greenwood Avenue/Rafer Johnson Drive, then north to the centerline of Mountain View Avenue, then west to Freeway 99. This change encompasses the entire Golden State Industrial Corridor that is within Kingsburg's Sphere of Influence.

In adopting the first Urban Limit Line in 1994, the City Council set forth the following seven objectives which are worthy of repeating and updating as part of the NK Specific Plan:

1. Establishing limits on population and housing growth such that the unique character of Kingsburg and its quality of life are retained for the enjoyment of current and future generations of residents.

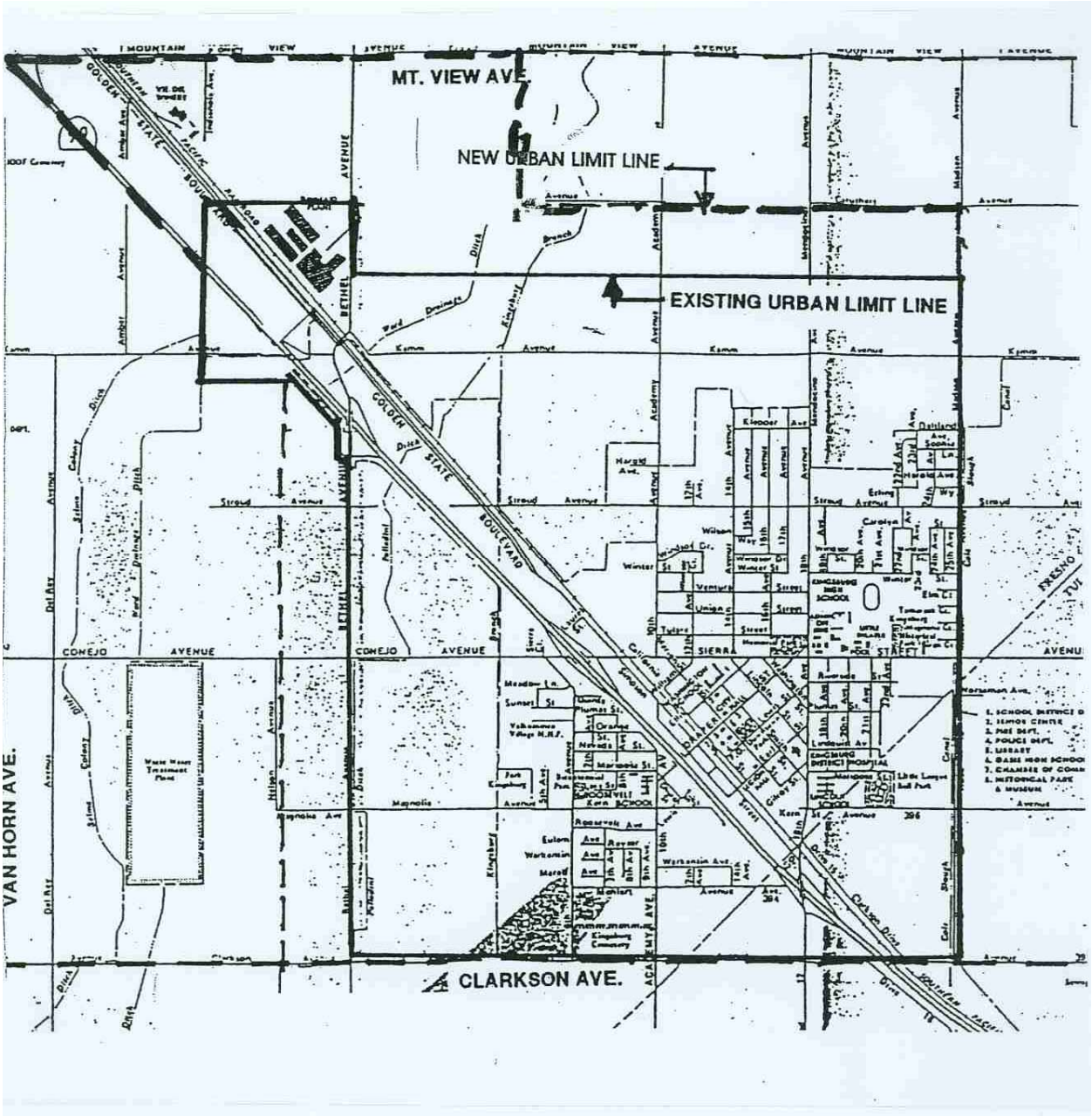
2. The protection of the most productive surrounding farmland outside of the urban limit line from conversion to urban use.

3. Continued urban expansion as a direct extension of the urban pattern, avoiding fragmentation in the urban pattern through the in-fill of parcels that already have been or may be bypassed by the development process. This assumes that affected land owners will make their lands available for development at a fair price so that infill can occur.

4. Sufficient flexibility in the selection of lands for development such that existing owners do not gain a monopoly that would "corner the market" and so inflate land prices that reasonable growth under the General Plan could not occur.

FIGURE III-3

EXISTING URBAN LIMIT LINE



5. Expansion of the City's Sphere of Influence boundaries to the extent necessary to encompass fully the proposed urban limit line. Where the sphere of influence boundary already extends well beyond the boundary of the proposed urban limit line (northwest of the City along the Industrial Corridor) the General Plan should

state clearly that the potential for future expansion beyond the Urban Limit Line will not be considered by the City as a matter of policy until at least the year 2015.

6. Provide the opportunity to consolidate and implement proposals for streets, schools, utilities, parks and recreation corridors and other elements of public infrastructure on a cost-effective basis, including improving existing facilities as needed.

7. Protection of the Selma-Kingsburg-Fowler County Sanitation District effluent disposal ponds and related facilities west of the community from encroachment by urban development.

C. Balancing housing construction with growth in the local economy

The first goal of the General Plan and related objectives of the Specific Plan in Part II seek to achieve reasonable balance in the relationship of growth in housing to growth in local jobs and the revenues necessary to support municipal services. Such balance is deemed necessary to reduce dependency on jobs in other communities for the work force that lives in Kingsburg, the need to reduce air pollution emissions in travel required for employment, and the need to generate tax revenues in support of on-going maintenance and operation of local government services.

This policy implements the first goal of the General Plan by requiring that:

1. Housing proposals be matched by specific employment proposals; or

2. Housing proposals be adequately served with public utilities and services at the time of housing occupancy; or

3. Housing developers pay an additional Urban Growth Management fee per housing unit by the time occupancy permits are issued as an offset to the costs of providing the full range of municipal facilities, utilities and services. To avoid such fees, the proposed housing must have the following public services and facilities available at the time of housing occupancy: water and sewer service, permanent drainage facilities, streets, parks, recreation corridors, and fire and police protection, and a fair share of off-site improvements necessary for expanding the arterial street system. Private lands shall not be permitted to develop until the availability of such services and facilities is assured.

D. Flexibility in locating mobile home parks

While mobile home parks are designated as a Medium Density Residential land use by the General Plan, it is important to note that the General Plan allows their placement within any Low Density Residential area as a matter of right in accordance with State law,

without prior amendment of the General Plan, when approved under Planned Unit Development procedures of the Zoning Ordinance. With appropriate rental schedules, mobile homes can become an important means of providing homes for low- and very low-income households.

E. Density incentives for providing semi-public facilities

The gross density of any acreage will not be diminished by the inclusion of such semi-public uses as churches, day care enters and nursing homes or assisted housing for the elderly, as part of an overall Planned Unit Development design plan. However, the maximum density permitted for any parcel within a PUD shall not exceed that of the Medium Density designation of the General Plan with an allowable building intensity range of 8-14 units per net acre.

F. Land Conservation Contracts

Land Conservation Contracts constrain development in some locations in North Kingsburg. There are no Farmland Security Zone contracts in place, but 10 parcels in the NK Residential Village are subject to Williamson Act contracts. Development cannot occur on contracted parcels until one of the following actions occurs:

- The 10-year non-renewal process runs its course following the filing of a Notice of Non-Renewal by the property owner or the governmental entity with jurisdiction.

- Contract cancellation takes place after being initiated by the property owner and approved by the County Board of Supervisors or, if the property has been annexed to the City, by the City Council.

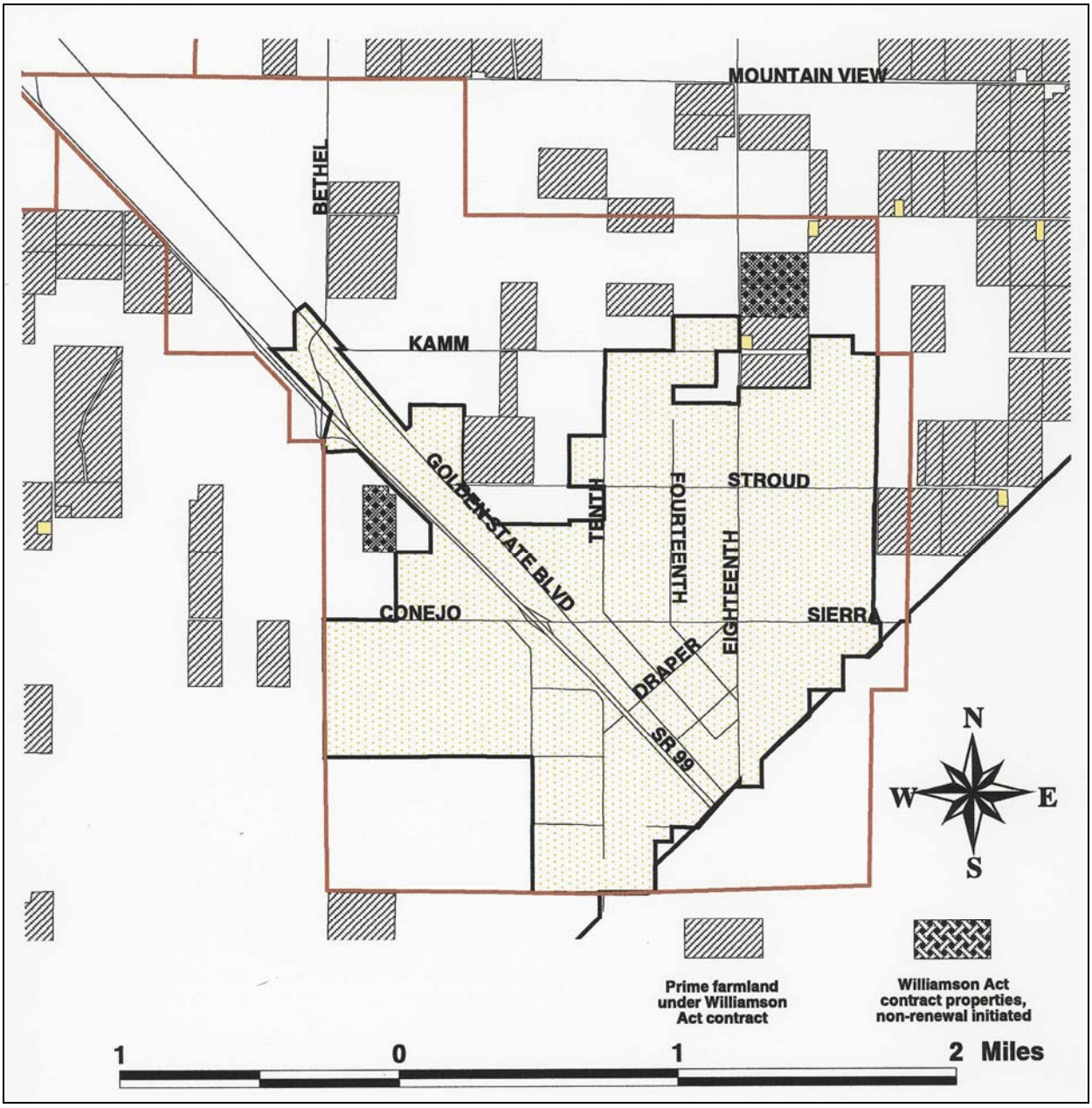
- The City eliminates a contract on property it annexes because it formally and properly protested at the time the contract was being considered. Cities could protest contracts only until 1991 and only if the property involved was within one mile of the city limits when the contract application was being processed.

One 40-acre parcel, seven 20-acre parcels, and two 10-acre parcels in the NK Residential Village are under Williamson Act land conservation contracts. Their locations:

- In Neighborhood A between Stroud Avenue and Kamm Avenues there are three contracted parcels. Connected parcels of 40 acres and 10 acres under common ownership are under a single contract and the City filed a valid protest prior to execution of that contract. The 40-acre parcel straddles the boundary between the NK Residential Village and the Golden State Industrial Corridor; the east half is designated for Low Density Residential development, while the west half is designated for Light Industrial use. There is also a 20-acre contracted parcel on the north side of Kamm Avenue about a quarter-mile west of 10th Avenue.

FIGURE III-4

PARCELS UNDER WILLIAMSON ACT AGRICULTURAL LAND CONTRACTS



- In Neighborhood B, contracted parcels are on the east side of 10th (Academy) Avenue. A 20-acre parcel is a little more than 600 feet north of Kamm Avenue and is close to existing urban development. Two adjoining 10-acre parcels under a single contract flank the alignment of Caruthers Avenue, so one is within the planning area for the NK Specific Plan, and one is just outside.

- In Neighborhood C five 20-acre parcels are under contract, four of them on the east side of 18th (Mendocino Avenue). Two of the parcels are under the same ownership and contract, one on either side of Kamm Avenue. Immediately to the north are two more parcels that are under the same ownership but different contacts, and the non-renewal process is nearing completion on both. The fifth contracted parcel is on the southwest corner of Caruthers and Madsen Avenues.

Given the time frame for full development of the NK Residential Village over 20-25 years, and the complexity of making findings prescribed by law to permit cancellation of contracts by the Board of Supervisors, the City will work with landowners as a group to file Notices of Non-Renewal under Section 51245 of the Government Code. While it would not be useful or appropriate to file notices of non-renewal for all affected acreage at the same time, priorities should address the southernmost 20 acres in Neighborhood B and the southernmost 40 acres in Neighborhood C.

G. Providing for a Full Range of Housing through Planned Unit Development:

All residential areas are to be developed under PUD procedures of the Specific Plan and Zoning Ordinance. In addition to providing for a fair share of housing for Very Low and Low Income households, provisions of the Growth Management System ordinance call for up to 25 percent of single-family residential lots to be at least 10,000 square feet in area. This should promote development of lots for individual purchase for custom home construction.

Residential Land Use Proposals

New housing is expected to cover about 492 gross acres among three neighborhoods. The acreage shown in each density category in Table III-1 is gross acreage that does not include rights-of-way for streets, alleys, pedestrian green belts, etc. In Low Density Residential areas public rights-of-way can be expected to consume about 25 percent of the available land, so a yield factor of three housing units per acre has been used. In Medium Density residential development the rights-of-way absorb more like 15 percent of the gross acreage, and a yield factor of nine dwelling units per acre has been used.

With these yields a total of 2,178 housing units can be anticipated. The actual number of units will vary among neighborhoods by the mix of housing types and lot sizes selected, and whether any density bonuses are approved.

About 155 acres north of Kamm Avenue are designated Low Density Residential Reserve or Medium Density Residential Reserve. The Reserve designation indicates that a period of about 10 years is expected to elapse before this acreage would be permitted to develop. This acreage represents around 765 housing units.

TABLE III-1

NORTH KINGSBURG RESIDENTIAL LAND USE PROGRAM
Non-Urbanized Acreage Outside of the Current (2005) City Limits

Neighborhood Area and Sub-Area	**Density Designations**	**Number of Acres**	**Dwelling Units**
A-1 – West of 10th Avenue South of Kamm Avenue	Low Density Medium Density	93 48	279 432
A-2– West of 10th Avenue North of Kamm Avenue	Medium Density Medium Density Reserve	19 50	171 450
B-1 – Between 10th & 18th Avenues South of Kamm Avenue	Low Density	16	48
B-2 – Between 10th & 18th Avenues North of Kamm Avenue	Low Density Low Density Reserve	52 65	156 195
C-1 – East of 18th Avenue South of Kamm Avenue	Low Density	20	60
C-2 – East of 18th Avenue North of Kamm Avenue	Low Density Low Density Reserve	89 40	267 120
Totals	Low Density Low Density Reserve Medium Density Medium Density Reserve **All designations**	270 105 67 50 **492**	810 315 603 450 **2,178**

For lands designated Medium Density Residential, the Specific Plan prohibits the development of these areas in single-family detached housing except where such housing is made a part of a Planned Unit Development in which medium density is maintained overall in the mix of housing types. The Specific Plan is more restrictive than the Zoning Ordinance, which allows single-family homes in multiple-family residential zone districts as a matter of right.

Non-Residential Land Use Within the North Kingsburg Residential Village

Non-residential land use within the Village will include two school sites, a satellite fire station, several permanent drainage basins, several parks, water well sites and recreation corridors. Other non-residential development would be permitted in areas designated for "semi-public" use, encompassing churches, private schools, convalescent hospitals, day care centers, nursing homes, and similar institutions. These sites are proposed along arterial streets at locations that avoid conflict with residential areas, and will be considered for alternate use in the future if market conditions do not eventually support the construction of these semi-public uses.

A generalized alternate land use plan is necessary for the 87 acres designated for future development as a high school because of the degree of likelihood that the Kingsburg Joint Union High School District's second campus will not ultimately be located at that site. According to

school officials, current State school finance guidelines require the district to designate three potential sites for a new campus, with the State making the final selection of a location. Even if the site in the North Kingsburg Residential Village is the one selected out of three, it is possible that the amount of acreage acquired will be substantially less than the 87 acres currently designated. Under current guidelines, the State would fund acquisition of less than half of the 87 acres being set aside, and supplemental sources of funds would have to be identified to purchase more.

The alternate land use plan for the 87 acres is as follows:

- Medium Density Residential Reserve on the westerly 22 acres along the proposed future alignment of the light rail line.
- Of the remaining 65 acres, Semi-Public Reserve on the southerly 15.
- On the other 50 acres, Low Density Residential Reserve.

All of the property would be designated Reserve because it is anticipated that it will be at least 10 years before the High School District establishes a significant enough need for a second campus to qualify for State funding and the fate of the proposed North Kingsburg campus site will become known.

The alternate land use plan, with its 72 additional acres of residential development, would add 348 additional residential units (198 in Medium Density and 150 in Low Density) to the NK Residential Village at the yields utilized in Table III-1.

Circulation Proposals

(Note: For a description of the functional classification of streets, including expressway, super arterial, arterial, parkway, collector and minor, see "Circulation Proposals of the Industrial Corridor Development Plan.")

Circulation proposals center on a system of arterial streets that would be widened and extended through the Village to accommodate future traffic at build-out of the area. A half-mile north of the NK Residential Village, the Mountain View Avenue expressway will provide regional access to the Village from the north. Plans are underway to expand the two-lane road to four-lane divided expressway east of Bethel Avenue to Madsen Avenue and beyond to at least the Tulare County line. Beyond the western boundary of the Village in the Industrial Corridor, the Golden State Boulevard/Simpson Street super arterial would interconnect with freeway interchanges, provide access to the southern limits of Selma, and provide controlled access to selected commercial and industrial land uses.

10th (Academy) Avenue would extend from Kamm Avenue north toward Mountain View Avenue as a four-lane divided facility with a landscaped median and parkway landscaping to create a shaded boulevard. With back-on residential development separated from the street by

ornamental walls and landscaped corridors with a meandering walkways, on-street parking lanes would not be required, only shoulders. Between Kamm Avenue and Sierra Street, 10th Avenue would be developed as a four-lane facility without on-street parking lanes or median islands because of the restricted area available for right-of-way widening. North of Caruthers Avenue, 10th Avenue would intersect a diagonal road running southwesterly to the Kamm-Bethel Avenue interchange with Freeway 99. The diagonal road is labeled the Academy Parkway.

North of Kamm Avenue, 18th (Mendocino) Avenue is also proposed as a four-lane divided facility with a landscaped median and left turn pockets at intervals similar to the 10th Avenue cross-section. However, five-foot-wide bike lanes would be provided on each side adjacent to the 20-foot-wide landscaped parkways with meandering walks. North of Solig Street (at the north edge of the Gateway subdivision) the parkways would be adjacent to ornamental walls bordering the rear of lots backing onto 18th Avenue. South of Kamm Avenue to Stroud Avenue, 18th Avenue would remain two lanes but with a landscaped median and left turn lanes at intervals.

West of 10th Avenue, Kamm and Stroud Avenues would be developed as four-lane facilities with rights-of-way of 106 feet identical to 10th Avenue north of Kamm Avenue. The same treatment is proposed along Kamm Avenue east of 10th Avenue to Madsen Avenue wherever possible, given the constraints of the existing pattern of lot design along Kamm Avenue. The Kamm/Bethel Avenue approach to the Union Pacific Railroad crossing is to be reconfigured in conjunction with intersecting with the new Academy Parkway diagonal. As a regional access route, Kamm Avenue west of Golden State Boulevard/Simpson Street would have improved northbound ramp design to allow a longer merge with Freeway 99 traffic. Also, the northbound lanes of Golden State Boulevard must be raised in elevation to eliminate a grade differential with the railroad tracks.

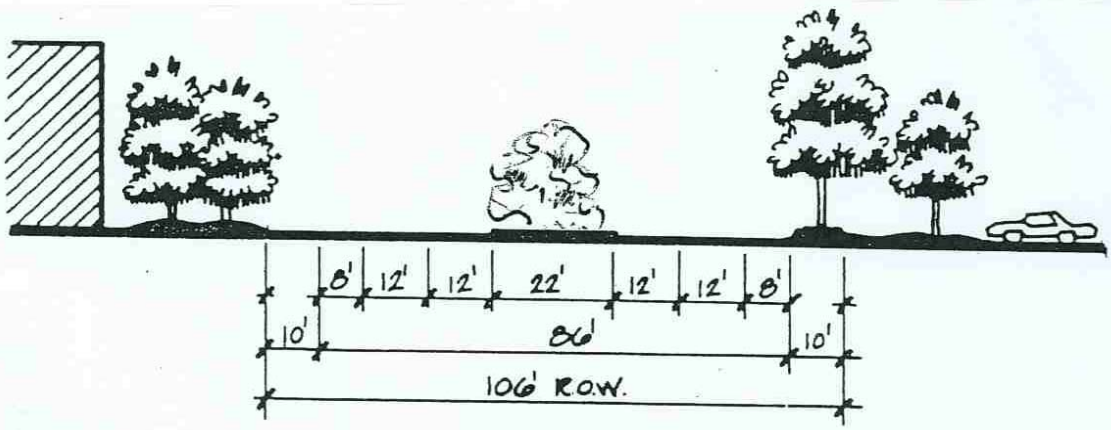
East-west collector streets north of Kamm Avenue would provide access into and between neighborhoods, with 64 feet of right-of-way and meandering five-foot sidewalks within 12-foot landscaped parkways along either side. Landscaped entries (see Part V) would be provided at their intersections with 10th and 18th Avenues.

FIGURE III-5 (Page 1 of 3)

STREET STANDARDS - MID-BLOCK CROSS SECTIONS

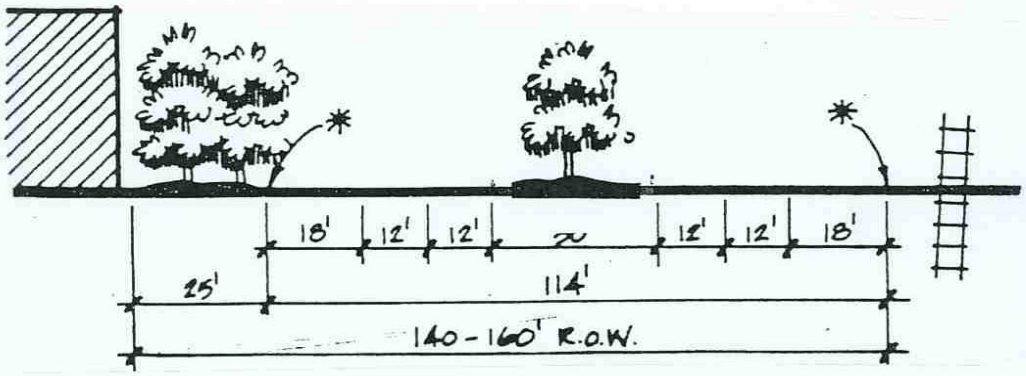
EXPRESSWAY - PARKWAY

Applies to Mountain View Avenue and Academy Parkway diagonal extension



SUPER ARTERIAL

Applies to Golden State Boulevard



(denotes that access is controlled)*

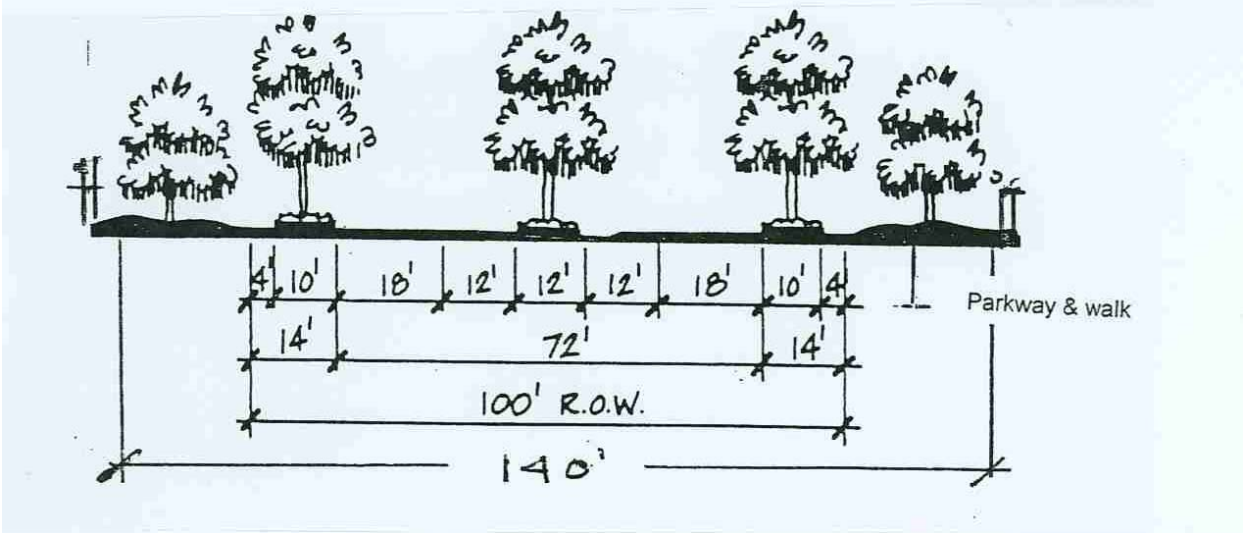
FIGURE III-5 (Page 2 of 3)

STREET STANDARDS - MID-BLOCK CROSS SECTIONS

ARTERIAL

10th and 18th Avenues north of Kamm Avenue and Kamm Avenue west of 10th Avenue

(106 feet of right-of-way, increased to 116 feet for 18th Avenue for two 5-foot bicycle lanes)



ARTERIAL

Stroud Avenue west of 10th Avenue

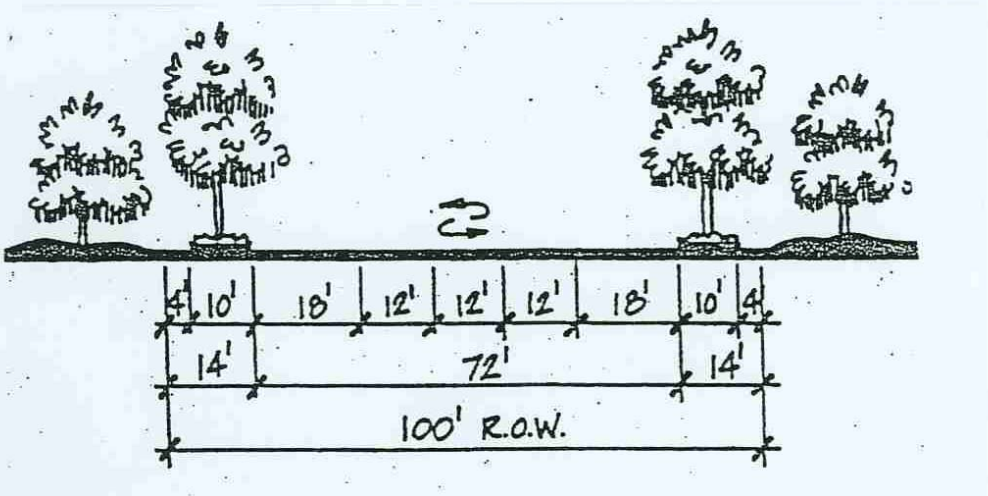
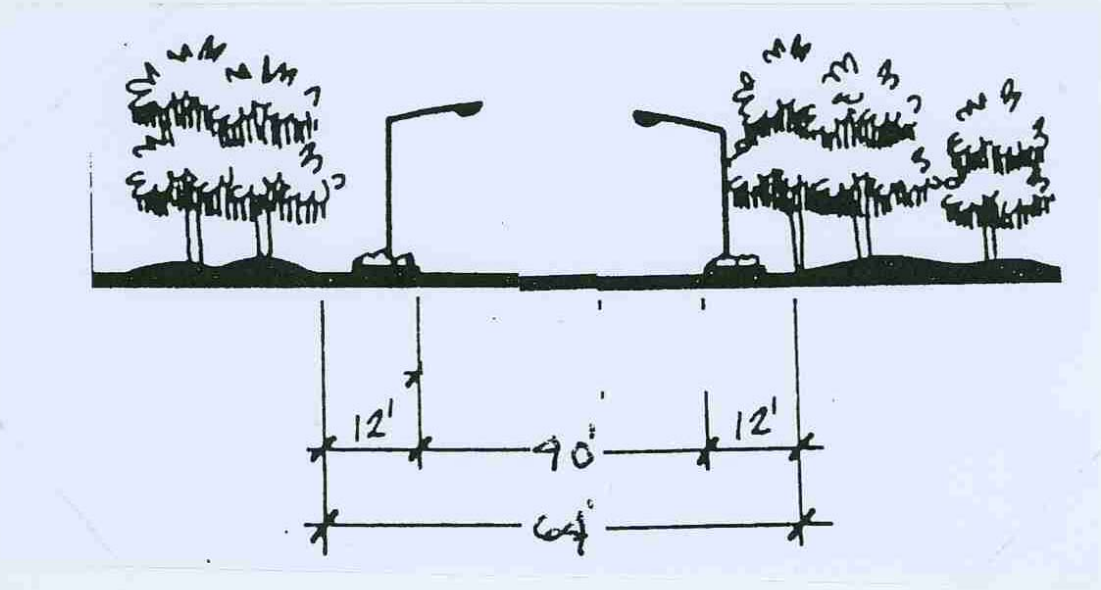


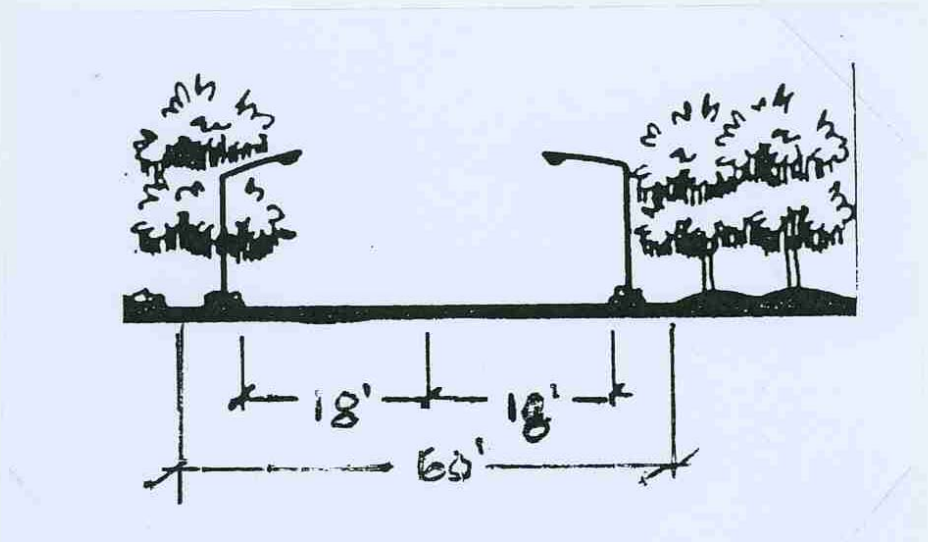
FIGURE III-5 (Page 3 of 3)

STREET STANDARDS - MID-BLOCK CROSS SECTIONS

COLLECTOR



MINOR STREET



Minor streets within the Residential Village would have 60 feet of right-of-way with 36 feet of paving between curbs, seven-foot-wide landscaped parking strips behind the curbs, and five-foot sidewalks adjacent to front property lines. This section would also apply to cul-de-sacs and looped minor streets, except that sidewalks would be adjacent to curbs at bulbs.

Important features to consider within the circulation system are the possible introduction of roundabouts at key intersections.

The Village Development Plan (VDP)

The Village Development Plan has been prepared at a scale and level of detail that provides greater clarity of the proposals of the General Plan for North Kingsburg. The land use and circulation relationships shown on the Village Development Plan (VDP) are to be considered as a guide to the developer, subject to such exceptions and added flexibility described in subsequent sections of this Specific Plan.

Where further interpretation of land use and circulation relationships and proposals is not provided in subsequent sections of this document, the proposals of the VDP shall be considered to be final. An important use of the VDP is to illustrate the desired design relationship of land use and circulation proposals. While rigid adherence to the VDP is not required, the essential design principles illustrated are to be incorporated into Planned Unit Development (PUD) proposals submitted by developers to the City for review and action.

Deviation from the design proposals of the Village Development Plan is mostly likely to be permitted in determining the manner in which a mixture of housing types is blended into the overall PUD. Deviation is also likely to be entertained in locating recreation corridors to serve the neighborhood. Where deviation will not be permitted is in failure to extend recreation corridors from one project to another, and in failure to provide sites for non-residential land use. Problems will be alleviated by preparation of Master Tentative Maps for review with the Planning Commission as described in Part VII.

Flexibility is also possible in the location of schools and parks. Minor modifications to the location of drainage basins are feasible so long as deviations do not create conflict with the Master Storm Water Drainage Plan, and provided that engineering design requirements and limitations are reflected. Where possible and practical, schools, parks and drainage basins should be integrated so as to maximize their utility.

Another example of flexibility is in the location of semi-public facilities such as churches, day care centers and nursing homes. The principal locational factors to be reflected in site selection are the need for convenience to the population served, locations at the periphery of neighborhoods, and accessibility to the arterial and collector street system.

A continuous system of recreation corridors is provided around as well as through the Village in order to connect with other neighborhoods of the community. Where necessary because of existing limitations to extending north-south corridors into developed parts of the community,

corridors are shown in conjunction with arterial street rights of way such as 10th and 18th Avenues. The VDP shows that recreation corridors are to be accessible from the street system for ease of policing and observation of corridor use.

B. THE NORTH KINGSBURG INDUSTRIAL CORRIDOR

Introduction

The Industrial Corridor Development Plan (ICDP) is intended as the primary instrument for implementing proposals of the Kingsburg General Plan pertaining to industrial and related development within the Corridor. As such, the ICDP serves as a bridge between General Plan policies and proposals and specific proposals for the development of separate parcels of land covered by the ICDP.

This plan was initiated at the request of the Kingsburg Planning Commission to assist the Kingsburg Economic Development Committee in its efforts to enhance the economic conditions and prospects of the City. While based in part on a draft ICDP first prepared by staff of the Council of Fresno County Governments in 1986-87, that draft document was substantially reorganized and rewritten to better reflect current needs of the City and impacts of the 1992 update of the Kingsburg General Plan and Environmental Impact Report, with subsequent amendments.

The chief features of the ICDP can be summarized as follows:

1. Flexibility to meet varying demands of the market for industrially-related use over time.

2. Realization by the community of increased opportunities for employing qualified local residents.

3. The ability to exercise more discretion in determining uses permitted within the Corridor than currently allowed under the City's Zoning Ordinance.

4. Ability to achieve more appropriate standards and amenities for a community of industries and related businesses than those currently required by the Zoning Ordinance.

5. Assurance that the range of infrastructure, services and facilities required in support of site operations will be in place when needed.

6. Assurance that the right to develop over the long term can be relied upon as long as all policies and standards of the ICDP are met by landowners, developers, and successors in interest.

Once the ICDP is adopted as official policy of the City as part of the NK Specific Plan, several types of ensuing project proposals will be required by law to be made consistent with the Plan, including tentative subdivision and parcel maps, Planned Unit Developments, projects requiring site plan review, Conditional Use Permits, and any public works projects covered by the Plan.

In the event that any regulation, condition, program or other part of this Plan document is held invalid or unconstitutional by a California or Federal court of competent jurisdiction, such part or

parts shall be deemed separate, distinct and independent provisions, and the invalidity of such provisions shall not affect the validity of the remaining parts.

Land Use Proposals of the ICDP

Agricultural Land Conservation Contracts constrain development to some extent in the ICDP as well as the North Kingsburg Residential Village. Not including the previously-mentioned 40-acre contracted parcel on the north side of Stroud Avenue midway between the Union Pacific Railroad tracks and 10th Avenue that is split between industrial and residential zoning, there are two parcels in the ICDP under Williamson Act contracts. Those parcels are very significant because they encompass 70 acres on the east side of Bethel Avenue opposite the Sun-Maid Raisin Growers plant: 50 acres south of Caruthers Avenue, and 20 acres directly across Caruthers Avenue to the north.

Basic Land Use Designations:

Under Mixed Use (MXU) as shown on the Land Use and Circulation Diagram a variety of categories of use are possible. However, the potential for some properties is more clear-cut than it is for others. While not abrogating potential under Mixed Use for any specific category listed within the Corridor, the following underlying land use designations are considered to be most appropriate for the areas indicated:

A. **Light Industrial**: East of the Union Pacific Railroad line, north of Stroud Avenue to Kamm Avenue, and between Kamm and Mountain View Avenues east of Bethel Avenue.

B. **Distribution and Warehousing:** The site of the Del Monte warehouse on the east side of the Union Pacific Railroad tracks south of Stroud Avenue and north of the Albertson's commercial center.

C. **Agribusiness** requiring rail access: The acreage bordering the east side of the railroad, south of Kamm Avenue and between Kamm and Caruthers Avenue.

D. **Research and Development** requiring freeway visibility: Between Freeway 99 and Golden State Boulevard/Simpson Street, north of Stroud Avenue and south of Caruthers Avenue.

E. **Incubator Manufacturing** requiring freeway visibility: Between Freeway 99 and Simpson Street south of Stroud Avenue.

F. **Contractor Services/Shops/Small Product Manufacturing** involving modest traffic generation: East of the railroad and on either side of Stroud Avenue, bordering on eventual residential development to the east.

G. **Selected Heavy Industry** requiring rail access: South of Mountain View Avenue between Freeway 99 and Bethel Avenue.

H. **Regional Offices** requiring freeway visibility and ease of access: Between Freeway 99 and Golden State Boulevard/Simpson Street.

I. **Specialized Retail and Supply** requiring freeway visibility and ease of access: Between Freeway 99 and Golden State Boulevard/Simpson Street.

Mixed Use Combinations Under Planned Unit Development Procedures of the Zoning Ordinance:

Each of the land use categories listed above is intended to offer considerable flexibility in accommodating uses from any other category in the event that significant market conditions change before build-out. Under the Mixed Use (MXU) concept, site planning, architectural and landscape features are provided so as to assure compatibility among uses by quality in design and operating characteristics.

The Mixed Use concept avoids the static land use conditions that often result from the application of segregated commercial and industrial zoning districts which may not meet the needs of regional markets for goods and services. It is this regional market demand that makes the Kingsburg area particularly attractive for development, irrespective of the otherwise relatively modest demands for commercial activity generated only within the community. The flexibility afforded by the MXU concept benefits the City, the County and the developer by providing the space necessary to meet regional market demands that otherwise might go wanting under traditional approaches to community planning and zoning.

Some uses that may be needed are those which provide essential services on an almost daily basis to the agricultural community, the people of Kingsburg and nearby communities, as well as for the spectrum of major new commercial uses accommodated by the ICDP. Such uses will require relatively small parcels for the trades (plumbing, heating, carpentry, electrical, etc.), for home and business repair services, for household-oriented services (carpet cleaning, landscaping, cleaning and dyeing, etc.), and for equipment repair.

The mechanism required to implement the land use policy of the ICDP is provided by subsequent sections of this document, and by the PUD - Planned Unit Development sections of the Zoning Ordinance. The Industrial Corridor Development Plan provides the basis in policy for the specific procedures, standards and regulations established through the PUD zoning district. In addition, the ICDP provides a background in policy for the Covenants, Conditions and Restrictions (CC&Rs) to be recorded with Fresno County by various project developers which will govern the actions of individual buyers and tenants for the benefit of the entire community of industrial and related uses that will be generated. Regulations of the City's Zoning Ordinance will continue to be modified to fit the needs of Corridor development.

Uses Consistent with Industrial Corridor Development Plan Land Use Categories:

The following lists of uses are exemplary of the variety intended as permitted uses under each land use category. Each of the land use categories has the following three uses added at the end of its list:

- Public utility and public service structures and facilities such as communications equipment buildings, electric distribution substations, electric transmission substations, gas regulator stations, public service pumping stations, public utility service yards, corporation yards, railroad rights-of-way and stations, reservoirs and storage tanks.

- Incidental and accessory structures and uses located on the same site as a permitted use.

- Other uses which are added to this list according to the procedure outlined in Article 15 of the Zoning Ordinance.

A. **Light Industrial**:

1. Assembly of small electric appliances such as lighting fixtures, irons, fans, toasters and electric toys, refrigerators, washing machines, dryers, dishwashers and similar home appliances.

2 Assembly of small electrical equipment such as home motion picture equipment, stereos, video cameras and radio and television receivers, but not including electrical machinery.

3. Manufacture of scientific, medical, dental and drafting instruments, orthopedic and medical appliances, cameras and photographic equipment, except film, electronic equipment, musical instruments, precision instruments, optical goods, cameras, watches and clocks.

4. Manufacture of ceramic products, such as pottery, figurines and small glazed tile.

5. Manufacturing, assembling, compounding, packaging and processing of cosmetics, drugs, pharmaceuticals, toilet soap (not including refining or rendering of fats or oils) and toiletries.

6. Manufacture and assembly of electrical supplies such as coils, condensers, crystal holders, insulation, lamps, switches and wire and cable assembly, provided no noxious or offensive fumes or odors are produced.

7. Manufacture of cutlery, hardware, hand tools and furniture, die and pattern making; metal stamping and extrusion of small products such as costume jewelry, pins and needles, razor blades, bottle caps, buttons and kitchen utensils.

8. Manufacturing, assembling, compounding, packaging and processing of articles or merchandise from the following previously prepared materials: bone, canvas,

cellophane, cellulose, cloth, cork, feathers, felt, fiber and synthetic fiber, fur, glass, hair, horn, leather, paint (not employing a boiling process), paper, plastics, precious or semi-precious metals or stones, rubber and synthetic rubber, shell, straw, textiles, tobacco and wood.

9. Manufacturing, assembling, compounding, processing, packaging or treatment of such products as bakery goods, candy, dairy products, food products including fruits and vegetables but not including: fish and meat products, pickles, sauerkraut, vinegar or yeast, or refining or rendering of fats and oils.

10. Trucking and delivery services.

11. Blacksmith shops; boat building; electric motor rebuilding, machine shops, paint shops.

12. Food lockers and accessory sales.

13. Gasoline service stations, including dispensing of diesel and liquid petroleum gas fuels and complete truck service.

14. Lumber yards, including planing mills; mattress manufacture; storage yards for commercial vehicles or feed; flour, feed and grain mills; grain elevators.

15. Manufacture and maintenance of electric and neon signs, billboards and commercial advertising structures.

16. Offices, retail stores and watchman's living quarters incidental to and on the same site with an industrial use.

B. **Distribution/Warehousing:**

1. Any products stored for the purpose of distribution within the local area, the region or the state, or for export, except products which involve nuisances, danger of fire or explosion, or biological or chemical agents which are hazards to health and safety.

2. The storage of products produced on the premises for later distribution.

3. The storage of products for use in industrial, service or other operations conducted on the premises.

C. **Agribusiness:**

1. Uses engaged in the manufacture, processing, storage, servicing or sale of products used in agricultural operations, including but not limited to: farm

equipment, food processing, packaged and bulk fertilizers, and supplies needed in the raising of crops, fruits and vegetables, livestock and poultry, and in the production of dairy products.

D. **Research and Development:**

1. Uses engaged in high-technology activities involved in a variety of functions that range from research, product development, product testing and assembly, to distribution. High-technology activities may embrace such industry groups as aerospace, computers, telecommunications, instrumentation and biomedicine.

E. **Incubator Businesses and Manufacturing:**

1. New and growing firms involving any use permitted within the area covered by the Corridor Development Plan, and which are in need of the necessary experience and capital required for continuing success.

F. **Contractor Services/Shops/Small Product Manufacturing:**

1. Building trades and similar commercial services required by people of the community, the surrounding agricultural area, and by other business establishments, including:

   a. Air conditioning and heating.
   b. Appliance repair.
   c. Blacksmith.
   d. Building contracting.
   e. Cabinet shop.
   f. Carpentry and wood working.
   g. Carpet and furniture cleaning.
   h. Cement finishing.
   i. Electrical installation.
   j. Food locker, including meat cutting and sausage making.
   k. Gardening.
   l. Glass shop.
   m. Gunsmith.
   n. Irrigation supply and service.
   o. Landscape contracting.
   p. Linen and uniform supply.
   q. Picture framing.
   r. Print shops.
   s. Plumbing.
   t. Radio and television repair.
   u. Sheet metal.
   v. Sign construction and painting.

w. Upholstery and canvas shop.
x. Welding.

2. The manufacture of products which are small in bulk and weight that can be carried by hand or small conveyance.

G. **Selected Heavy Industry:**

1. Uses proposed from the list provided under Section 1103B of the Kingsburg Zoning Ordinance which, based on their operating characteristics, are determined by the Planning Commission to be appropriate for inclusion within the area covered by the Industrial Corridor Development Plan.

H. **Regional Offices:**

1. Offices which are headquarters for services to the region, including the metropolitan, urban and rural parts of the San Joaquin Valley, and to adjacent foothill and mountain areas.

I. **Specialized Retail, Wholesale and Supply:**

1. Large-scale retail and wholesale facilities which serve the region, including but not limited to building materials and supply, discount centers, factory outlet centers, office equipment and supply centers, and furniture stores.

2. Retail and wholesale facilities which cater primarily to other uses within the area covered by the Industrial Corridor Development Plan.

Required Conditions

A. Uses listed above as being consistent with the Industrial Corridor Development Plan are intended to be established as a community of industries which are made to be physically and operationally compatible with each other, and with the community of Kingsburg as a whole, by design. While uses may be proposed either singly or in combination as part of one or more development projects, establishing a beneficial relationship among uses in close proximity is a required condition for all uses.

B. All business, services and processes shall be conducted within a completely enclosed structure, except for off-street parking and loading areas, gasoline service stations, outdoor dining areas, plant nurseries, garden shops, signs, Christmas tree sales lots, bus depots and transit stations, and public utility stations. Open storage of materials is covered under Paragraph D, below.

C. No use shall be permitted, and no process, equipment or materials shall be used, which are found by the Planning Commission to be objectionable to persons living or working in

the vicinity by reasons of odor, fumes, dust, smoke, cinders, dirt, refuse, water-carried waste, noise, vibration, illumination, glare or unsightliness, or to involve any hazard of fire, explosion, chemicals or toxic waste.

D. Open storage of materials and equipment attendant to a use shall be permitted only within an area surrounded or screened by an ornamentally designed solid wall or fence seven feet in height, except as may be modified under Site Plan Review. Stored materials or equipment shall not be visible above the top of the required wall or fence.

E. All open and un-landscaped portions of any lot or parcel shall be maintained in good condition, free from weeds, dust, trash and debris.

F. No solid or liquid wastes shall be discharged into a natural watercourse, nor into a public or private sewage disposal system, except in compliance with applicable regulations of the Central Valley Regional Water Quality Control Board.

G. No use shall emit particulate matter or other air pollutants in excess of the applicable air pollution emission standards of the San Joaquin Valley Air Pollution Control District, the State of California or of the Federal Government.

H. Notwithstanding the provisions of paragraph G of this section, no industrial use shall be permitted to utilize coal in any form as a source of fuel for the conduct of any industrial operations within the City.

CIRCULATION PROPOSALS OF THE INDUSTRIAL CORRIDOR DEVELOPMENT PLAN

Circulation proposals involve the improvement of Freeway, Super Arterial, Expressway, Arterial, Collector and Minor streets and roads to the standards prescribed in this section.

Functional Classification of Streets and Roads and Design Standards

The functional classification of roads within the boundaries of the Specific Plan shall be as described here:

A. **Freeway:** State Route 99 is the only freeway within the Corridor and is part of the State Highway System as constructed, improved and maintained by the California Department of Transportation (CalTrans). Freeway 99 is a multi-lane regional facility with controlled access provided at spaced interchanges with county roads, arterial streets and other state highways throughout the length of the San Joaquin Valley and into the Sacramento Valley. Interchanges of importance to the Corridor are located at Mountain View Avenue, Kamm-Bethel Avenues and Sierra Street.

B. **Expressway:** Mountain View Avenue is the only existing expressway in the Corridor. The expressway functions as a high speed through traffic facility, providing access to

adjacent properties only at intersections with Arterial or Collector streets, without on-street parking. When fully developed, Mountain View Avenue will have a right-of-way width of 106 feet, with four lanes of traffic and a center divider. Based on precise plan lines adopted by Fresno County, the south side of Mountain View will require an average additional 46 feet of right-of-way from the existing centerline.

A second expressway, designated as Academy Parkway, is planned as a southwesterly diagonal from Academy Avenue south of Mountain View to provide a direct linkage with the Kamm-Bethel Avenues freeway interchange. This extension would also have a 106-foot right-of-way with a 12-foot median, an inner 12-foot travel lane, an outer 15-foot travel lane, an eight-foot paved shoulder, and a 12-foot landscaped parkway without walks graded as a swale to accept road drainage.

C. **Super Arterial:** Golden State Boulevard/Simpson Street north of Stroud Avenue is designated by the City of Kingsburg and County of Fresno as a Super Arterial through the Corridor. Golden State Boulevard is a four-lane facility which served as Highway 99 prior to construction of the freeway. As such, it provides access to the freeway interchanges located south of the Corridor at Sierra Street and Mendocino/18th Avenue, and freeway interchanges within the Corridor at Kamm-Bethel Avenues and Mountain View Avenue. While Golden State Boulevard essentially functions as an expressway, it also allows for controlled access to adjacent property between intersecting Arterial and Collector streets at predetermined points.

Golden State Boulevard is to be developed to boulevard standards through the Corridor to the northerly boundary of the City's sphere-of-influence at Mountain View Avenue. The Boulevard may require six lanes of traffic along specific sections, and/or turn lanes, depending on the amount of traffic capacity required, with a landscaped divider between intersections and left-turn lanes at each intersection. Sufficient additional right-of-way is required to provide space for landscaped corridors along either side of the Boulevard. Spacing between the intersections of crossing streets and driveways shall be greatly restricted, with on-street parking prohibited.

C. **Arterials**: Arterials provide the principal network for traffic within the Kingsburg urban area. They connect areas of major traffic generation within the urban area, and with Freeway 99 interchanges within the Corridor via Golden State Boulevard. Arterial streets function primarily as carriers of cross-town traffic, and for the distribution of traffic to and from Collector streets which serve various parts of the Corridor and the community. Access to abutting properties is to be restricted by the dedication of access and by careful spacing of connecting roads and driveways.

Within the North Kingsburg planning area, Stroud and Kamm Avenues are east-west routes designated as Arterials. Bethel, 10th (Academy) and 18th (Mendocino) Avenues are the north-south Arterial routes.

The design standards for Arterial streets are to be determined by traffic analysis, and may be two lanes with a continuous left-hand turn lane or four lanes. The standard selected shall be the one ultimately required under near build-out conditions of development. However, initial development may begin at a lower standard if supported by competent traffic engineering analysis either as contained in the Environmental Impact Report prepared for the NK Specific Plan or as a separate study. Where a lower initial standard is applied, provision shall be made by written agreement with the developer or County to assure adequate funding to meet the higher standard when needed.

D. **Collectors:** Collectors provide for traffic movement between Arterial and Minor streets, and for traffic movement within major activity centers. They also provide direct access to abutting properties. Existing Collectors within the North Kingsburg planning area are Caruthers and Indianola Avenues and Rafer Johnson Drive/Greenwood Avenue. A new Collector is planned, extending due north from Stroud Avenue midway between Simpson Street and 10th Avenues, then curving west at the Academy Parkway diagonal to meet Caruthers Avenue. Other Collectors may be created to handle the traffic generated within large-scale projects such as business and industrial parks.

E. **Minor Streets:** Minor streets provide direct access to adjacent properties and are intended for localized traffic movements within or between business and industrial areas of the Corridor. Minor streets include cul-de-sacs. Most of the streets yet to be developed to provide access to properties in the North Kingsburg planning area will be Minor streets. However, the standards for intersection curb returns within the ICDP boundaries are greater than for those provided by the General Plan for the rest of the community because of the need to handle truck traffic. Excessive right-of-way widths are avoided in the ICDP by eliminating on-street parking and sidewalks as part of the street cross-section. Provisions for on-street parking or sidewalks are considered as an option for business/industrial projects which are self-contained.

Road Maintenance

The maintenance of both public and private roads necessitated by business and industrial development under the ICDP shall be by a special maintenance district encompassing the areas of direct benefit, as approved by the City of Kingsburg. The boundaries of the district are to be enlarged in phases to encompass parcels as those parcels develop.

Road Lighting and Signalization

All road intersections within the boundaries of the ICDP shall be illuminated by sodium vapor street lights as a responsibility of the developer or developers. Lighting maintenance shall be as prescribed above for street maintenance. Signalization for traffic control at key intersections shall be determined by characteristics of projected traffic flow as determined by the City.

Truck Routes and Bicycle Travel

All streets and roads within the ICDP boundaries are designated as truck routes. A regional bike route is designated by the General Plan along Golden State Boulevard/Simpson Street consistent with policies of the County of Fresno. However, the extent of bicycle traffic demand that may be generated by residents of Kingsburg and employees within the Corridor is not expected to be significant. Because of the increase in vehicle traffic anticipated along the Arterial and Collector streets designated by the ICDP, bicycle use of these facilities will be inherently unsafe during peak hours of traffic.

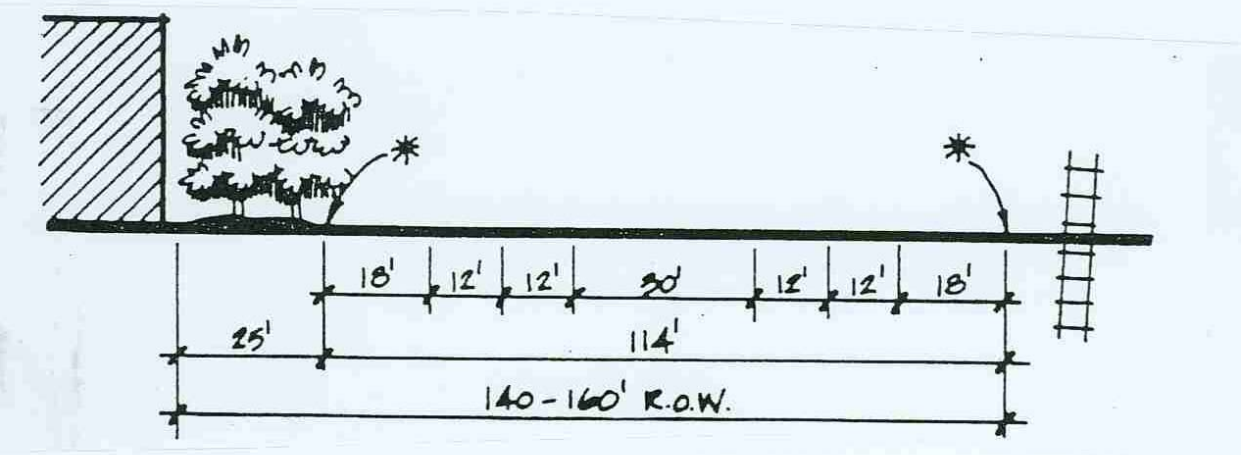
Rail Access

The Union Pacific Railroad (UPRR) currently operates the single track main line formerly owned by Southern Pacific Railroad which traverses the Corridor. Three spur lines currently serve existing industries. It is the intent of the ICDP to promote additional rail usage by the location of industries requiring rail service in close proximity to the east side of the railroad right-of-way. All railroad crossings within the Corridor are to be maintained and upgraded when necessary to assure safe and controlled vehicle crossing of railroad lines.

FIGURE III-6 (Page 1 of 2)

INDUSTRIAL STREET STANDARDS - MID-BLOCK CROSS-SECTIONS

SUPER ARTERIAL



ARTERIAL

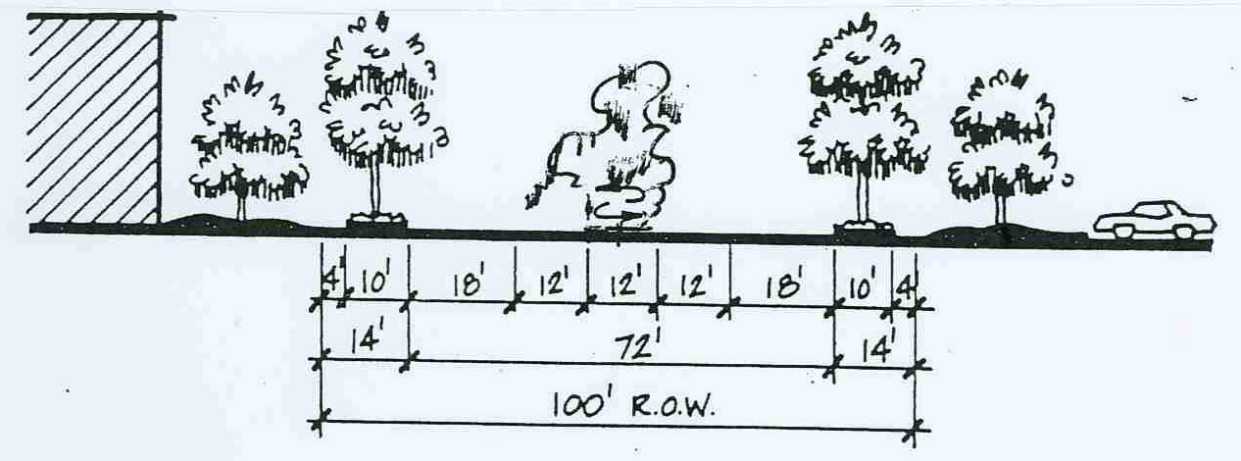
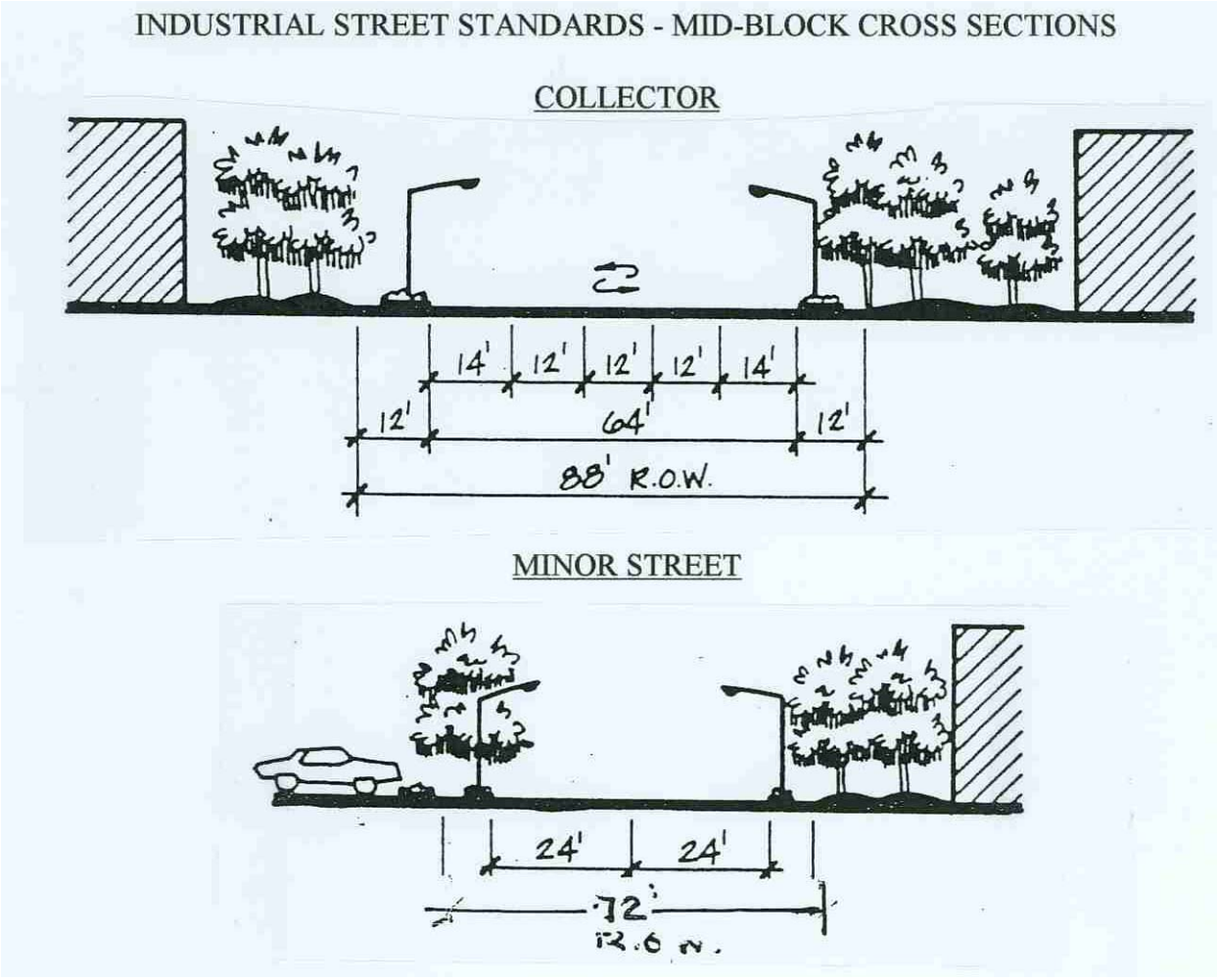


FIGURE III-6 (Page 2 of 2)



MISCELLANEOUS INDUSTRIAL STREET STANDARDS

1. A 50-foot curb radius is to be used for the intersection curb returns of all street intersections, regardless of functional classification, to facilitate truck movements.

2. Provision for sidewalks and on-street parking for Arterial, Collector and Minor streets is to be determined during Site Plan Review by the Planning Commission. Where sidewalks or on-street parking are not required or otherwise proposed by the project developer, right-of-way width shall accordingly be reduced.

3. All standards may be modified by the Planning Commission during Site Plan Review where a rational basis for modification can be determined. Otherwise, standards shall be applied uniformly throughout the area covered by the Corridor Development Plan.

PART IV

UTILITY INFRASTRUCTURE

INTRODUCTION

This part of the Specific Plan covers utility infrastructure for the North Kingsburg planning area, including water, wastewater, surface water drainage, energy and communication services, and solid waste management. Water system requirements are based on the Water System Master Plan prepared for the City by Yamabe & Horn Engineering of Fresno, published in February 2003. Proposals for wastewater collection, treatment and disposal are based on recommendations provided by the S-K-F County Sanitation District in May 2003. Proposals for surface water drainage are based on the Storm Water Drainage Master Plan prepared by Boyle Engineering and accepted by the City in 2005.

WATER SUPPLY AND DISTRIBUTION

Water Usage

Based on water production records tabulated for the period 1993 to 2001, average daily demand in 2001 was 2,115 gallons per minute (gpm). The water system was evaluated for two types of demand conditions: 1) maximum day demand plus fire flow, and 2) peak hour demand. The records for these two conditions over the nine year period are shown in Table IV-1.

TABLE IV-1

WATER PRODUCTION, 1993-2001

Year	**Number of residents**	**Total demand** (millions of gallons)	**Average demand** (gallons per capita per day)	**Average demand** (gallons per minute)	**Maximum day demand + fire flow** (gallons per minute)	**Peak hour** (gallons per minute)
1993	7,825	751.6	263	1,430	5,718	4,290
1994	8,125	806.9	272	1,535	5,954	4,605
1995	8,275	842.0	279	1,601	6,102	4,803
1996	8,375	926.3	303	1,762	6,465	5,286
1997	8,550	1,038.1	333	1,975	6,944	5,925
1998	8,726	915.3	288	1,743	6,422	5,229
1999	8,950	1,056.5	323	2,010	7,023	6,030
2000	9,100	1,088.6	328	2,071	7,160	6,213
2001	9,625	1,111.4	316	2,115	7,259	6,345

Peak hour demand was determined by applying a peaking factor to the average day demand. The factor used was 3.0, yielding a peak hour demand in 2001 of 6,345 gpm.

Distribution System

The existing water system is a well-developed grid system of interconnected pipes of varying sizes. Two computer modeling scenarios were evaluated to determine the capabilities of the existing system: maximum day demand plus fire flow requirements, and peak hour demand. Pumps at the water wells provide pressure for the system, and the high-water elevation of the storage tank sets the upper limits for pressure within the system. Demands for water in gallons per minute were placed at each pipe junction based upon an even distribution of flow over the entire system. The average demand for 2001 (2,115 gpm) is generated within an area of 1,334 acres, yielding a distributed demand of 1.59 gpm per acre.

Existing Wells

At the time of publication of the Water System Master Plan, the City had five existing wells operating on a rotating basis and one well on emergency standby status. Their approximate combined production was 5,400 gpm.

Storage Tanks

The above ground storage tank located at Downtown Park was constructed in 1911, and has a storage capacity of 60,000 gallons and a height of 122 feet.

Proposed Improvements for the Existing System

Proposed water system improvements are needed to complete a system loop and to increase pipe sizes at specific locations to improve fire flow within the existing pipe network. It is also recommended that all 2-inch and 4-inch diameter steel lines be replaced with minimum 5-inch PVC (plastic pipe) C-900 water mains.

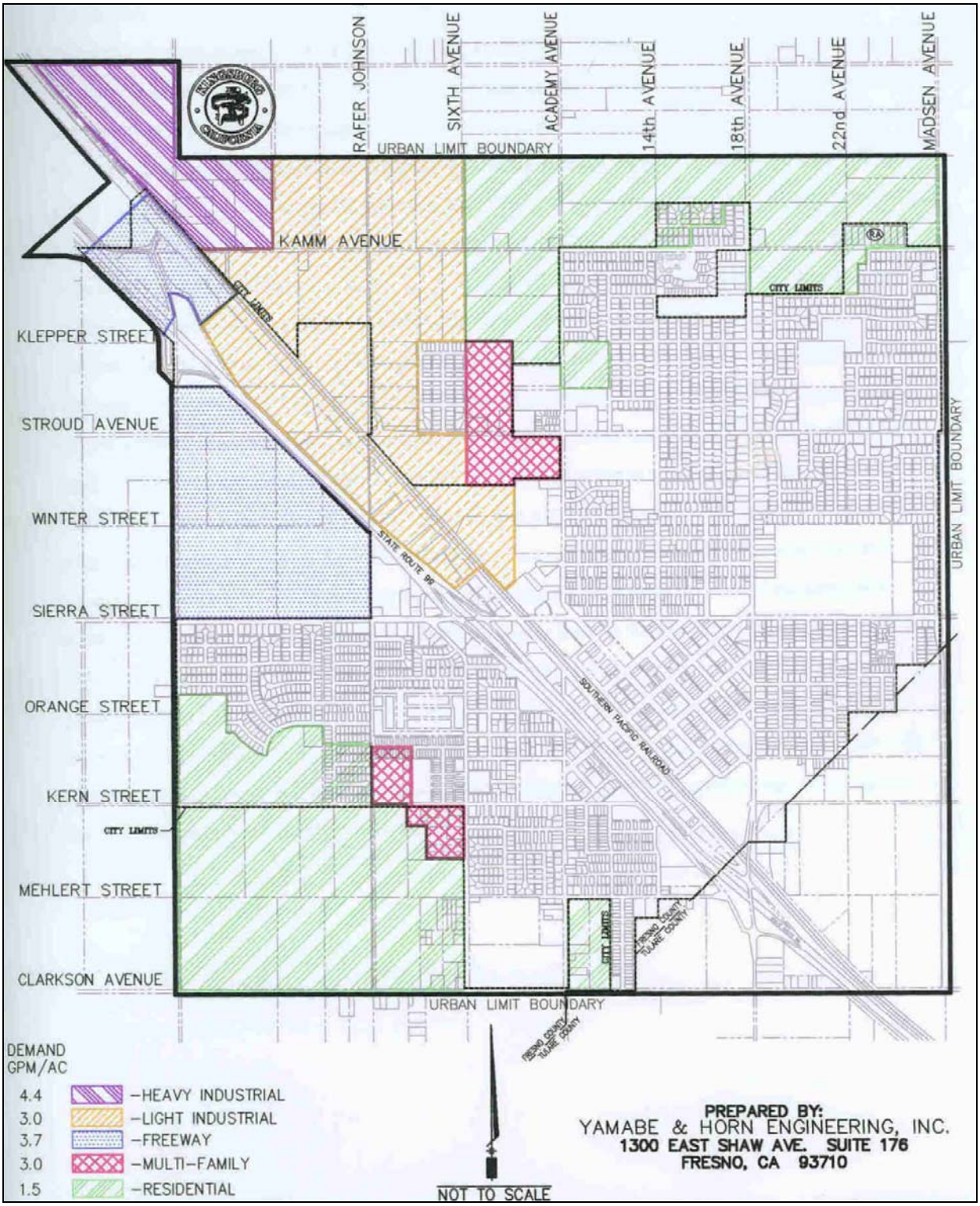
A new well with appurtenances has been developed at Sixth Avenue and Mehlert Street to maintain constant pressure in the water system as recommended in the Master Plan. Its production allows the City to overcome an identified shortfall of 835 gpm. A second well is recommended in the near future to allow the City to have a factor of safety if one well must be taken off-line. Planning is underway for such a well in the Erling Park and Basin near 21st Avenue and Klepper Street.

Proposed Improvements for Future Expansion

The computer model employed in analyzing the City's water distribution system also determined the adequacy of the system to meet domestic and fire flow demands. A map of the existing and future pipe mains and main junctions is shown on Figure IV-1. Demands of future growth areas

FIGURE IV-1

FUTURE WATER SYSTEM DEMAND BY LAND USE CATEGORY



as depicted by the General Plan Diagram, expressed in gallons per minute per acre, are as follows:

Heavy industrial.....4.4	Multiple-family residential 3.0
Light industrial.....3.0	Single-family residential.....1.5
Highway commercial.....3.7	

Recommendations for the future water system include the following:

- Take the existing elevated storage tank out of service (retaining that historic structure as a local landmark) and construct two 600,000 gallon storage tanks within the area designated for Light Industrial use by the General Plan. Both tanks would not be needed before the year 2030, but the first new tank would be needed before the existing elevated tank can be removed. (Because of cost factors associated with multiple elevated tanks, the City is instead pursuing construction of a single ground-level 1 million gallon tank near West Ventura Street and Avenue B in the Kingsburg Business Park.)

- Maintain a 12-inch-diameter main grid system on one-half mile intervals and an eight-inch-diameter grid system on one-quarter mile intervals. Interior development within these grid systems should include extensive looping of 6-inch and 8-inch mains.

- Require a minimum 6-inch diameter main for single-family residential development. Larger commercial, industrial and multi-family developments should be served from a minimum 8-inch main. Interior grid mains must be individually analyzed and sized to ensure delivery of required fire flows at adequate residual pressures.

Adequacy of Future Water Supply

Based on the City's current General Plan, the pumping capacity of the future water distribution system with the five older wells, one newly-developed well and seven future wells will be adequate for future demand. Additional wells may be needed to serve the residential area proposed to reach the line of Caruthers Avenue, and to serve the entire Simpson Street/Golden State Boulevard industrial corridor from Kamm Avenue to Mountain View Avenue.

The water pressures projected for the system at buildout under the General Plan will be at or above the minimum required pressures of 30 pounds per square inch (psi) for peak-hour demand conditions and 20 psi for maximum day demand plus fire flow requirements.

WASTEWATER COLLECTION, TREATMENT AND DISPOSAL

Introduction

The conclusions and recommendations of this section are based on data and information provided by the General Manager, David Michel, of the Selma-Kingsburg-Fowler County Sanitation District (S-K-F), dated May 15, 2003.

In his letter, General Manager Michel stated that the existing sewer system does not fully address the sewerage system requirements for all of the acreage included within the North Kingsburg planning area. He noted that a complete engineering study was to be conducted during the update to the S-K-F Sewer Master Plan. To aid the City in preparation of the North Kingsburg Specific Plan, S-K-F staff developed a preliminary strategy for sewering the planning area, recognizing that the preliminary strategy is subject to a thorough engineering evaluation as part of the Sewer Master Plan update process.

Preliminary Sewering Strategy

The recommendations which follow are keyed to areas that encompass the entire North Kingsburg planning area. Areas are described by the streets or street alignments that form their boundaries (note: GSB refers to Simpson Street/Golden State Boulevard).

1. **Freeway 99-Kamm Avenue-GSB-Stroud Avenue:** This narrow strip will most likely be served by extending the existing 12-inch local sewer collector line along the west side of GSB that currently terminates at Stroud Avenue. Depending on the terrain elevation, it may not serve parcels as far north as Kamm Avenue.

2. **Freeway 99-Caruthers Avenue-GSB-Kamm Avenue:** Another narrow strip, this area will most likely be served by constructing a 12-inch local sewer collector line to tie into the existing 24-inch S-K-F interceptor sewer that crosses GSB approximately 3,200 feet southeast of Amber Avenue.

3. **Freeway 99-Mountain View Avenue-GSB-Caruthers Avenue:** This narrow strip is currently serviceable by the existing 24- to 42-inch S-K-F interceptor sewer.

4. **GSB-Caruthers Avenue-Bethel Avenue:** This triangular area, which includes the Sun-Maid Raisin Growers facility, is currently served by an existing 12-inch line along the east side of GSB.

5. **GSB-Mountain View Avenue-Bethel Avenue-Caruthers Avenue:** This area is or can be served by the existing 12-inch line along the east side of GSB.

6. **GSB-Kamm Avenue-10th Avenue-Stroud Avenue:** This area most likely will be served by extending the existing 12-inch sewer line that goes north along the east side of GSB and currently terminates at Stroud Avenue. Depending on the eventual route of the extension and the terrain elevation, it may prove incapable of serving parcels as far north as Kamm Avenue, or it may serve some parcels north of Kamm Avenue. Some parcels on the east edge of this area may be served by the existing 12-inch line in 10th Avenue, which terminates at Kamm Avenue.

7. **Bethel Avenue-Caruthers Avenue-10th Avenue-Kamm Avenue:** The western portion of this area most likely will be served by a pump station to be constructed at Bethel and

Kamm Avenues. The eastern portion of this area most likely will be served by extending the existing 12-inch line in 10th Avenue which presently terminates at Kamm Avenue.

8. **Bethel Avenue-Mountain View Avenue-10th Avenue-Caruthers Avenue:** This area most likely will be served by a new 18-inch line to be constructed in Mountain View Avenue.

9. **10th Avenue-Caruthers Avenue-14th Avenue-Kamm Caruthers Avenue:** This area most likely will be served by a combination of two lines: an extension of the existing 12-inch line in 10th Avenue which terminates at Kamm Avenue, and an extension of the existing 10-inch line in 14th Avenue which terminates at Kamm Avenue.

10. **14th Avenue-Caruthers Avenue-18th Avenue-Kamm Avenue:** This area most likely will be served by a combination of two 10-inch lines, one in 14th Avenue terminating at Kamm Avenue, and one in 18th Avenue terminating north of Kamm Avenue.

11. **18th Avenue-Caruthers Avenue-23rd Avenue-Kamm Avenue:** This area most likely will be served by a combination of two lines: an extension of the existing 10- inch line in 18th Avenue which terminates north of Kamm, and an extension of the existing 12-inch line in 23rd Avenue which terminates at Kamm.

12. **23rd Avenue-Caruthers Avenue-Madsen Avenue-Kamm Avenue:** This area most likely will be served by an extension of the existing 12-inch line in 23rd Avenue that terminates at Kamm Avenue.

While this strategy may be modified when an update and evaluation of the S-K-F Master Plan is completed, it serves well the purposes of the North Kingsburg Specific Plan which does not generally anticipate growth north of Caruthers Avenue. The exception would be the 160 acres designated for Light Industrial and Highway Commercial use north of Caruthers Avenue between Freeway 99 and Simpson Street/Golden State Boulevard.

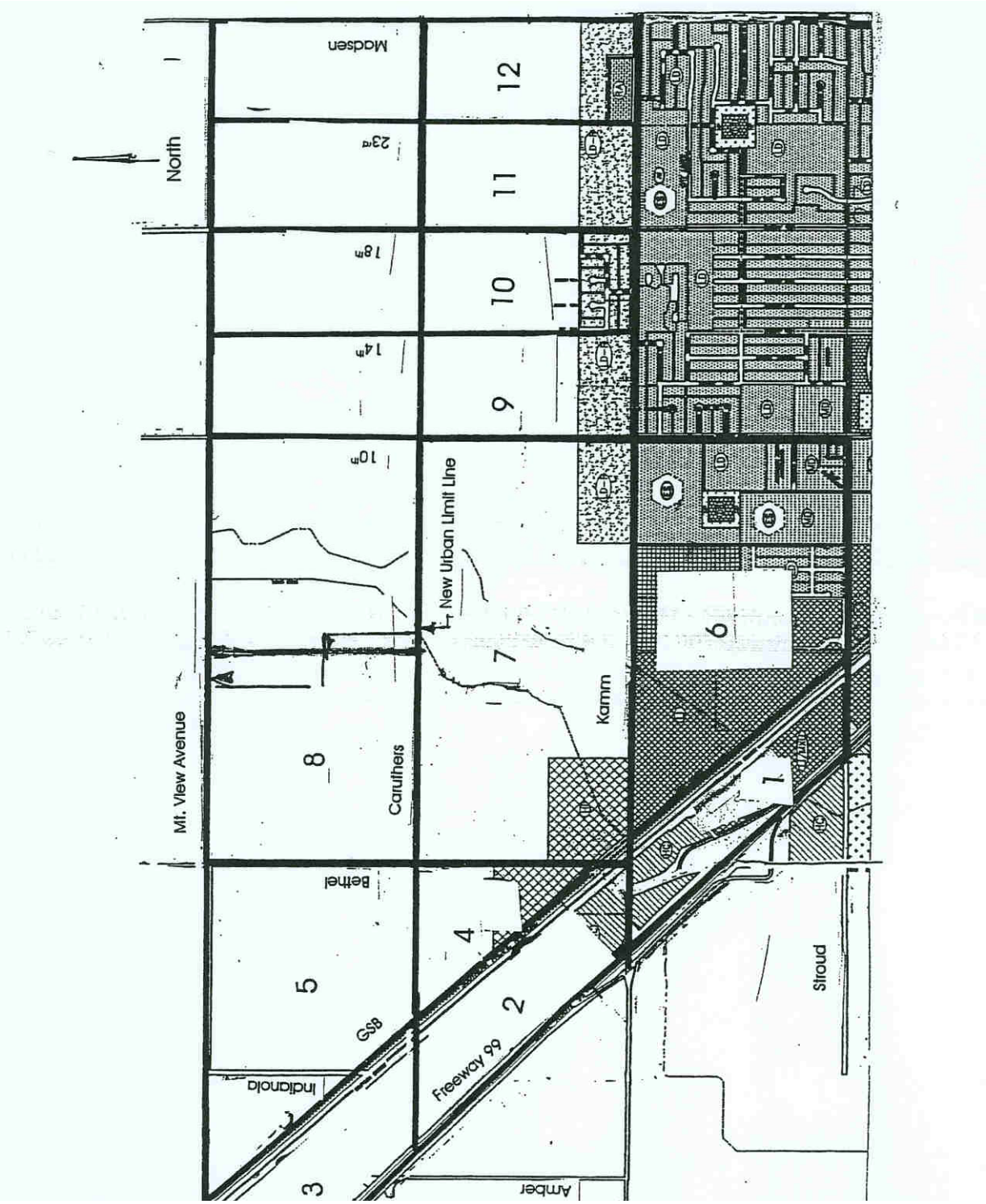
Other Sewerage System Improvement Considerations

S-K-F staff provided the City with a list of 18 sewer improvement projects, many of which are needed to relieve the hydraulic loading on the 18th Avenue pump station occasioned by continued northern residential growth. Substantial urban expansion in any given area may cause the need for upsizing of downstream sewer infrastructure – a determination that S-K-F will make when updating the Sewer Master Plan and reviewing specific proposals for development filed with the City.

Projects affecting the North Kingsburg planning area as listed by S-K-F staff include the following (again, GSB signifies Simpson Street/Golden State Boulevard):

FIGURE IV-2

AREAS FOR THE PRELIMINARY SEWER STRATEGY FOR NORTH KINGSBURG
(Map numbers correspond to the lists on Pages IV-5 and IV-6)



Stroud Avenue from GSB to 10th Avenue: Install a 12-inch-diameter line from GSB to 10th Avenue to provide future capacity for development along this section of Stroud Avenue.

1. **Lewis Street Sewer Extension:** Construct a 12-inch gravity sewer from Lewis Street just west of Freeway 99 under the freeway to Draper Street, discharging into the S-K-F 36-inch interceptor in Simpson Street. This extension is needed to relieve the pump station at 18th Avenue and Kern Street and to provide future capacity for development in the eastern portion of North Kingsburg.

3. **22nd Avenue Sewage Pump Station:** Up-size the pumps and controls at the pump station near 22nd Avenue and Skansen Street to provide future capacity for development in North Kingsburg.

4. **Stroud Avenue Oversize Sewer:** Up-size the 10-inch sewer in Stroud Avenue between 22nd and 18th Avenues to 15 inches to provide future capacity for development north of Kamm Avenue.

5. **18th Avenue Parallel Line:** Install a parallel 18-inch pipe in 18th Avenue from Stroud Avenue to north of Kamm Avenue provide future capacity.

6. **10th Avenue Parallel Line:** Install a parallel 15-inch pipe in 10th Avenue from Harold Street to north of Kamm Avenue to provide future capacity.

7. **Golden State Boulevard Extension:** Install a 12-inch pipe along GSB from Stroud to Kamm/Bethel Avenues to serve future adjacent development.

Construction of these projects will likely be required in conjunction with development approvals, with allocation of costs among affected developers based on the extent of benefit received. Such allocation will be determined by S-K-F at the time of development review and approval.

Wastewater Treatment

All wastewater generated by urban expansion will be treated at the S-K-F treatment facility located along Conejo Avenue a half mile west of Bethel Avenue and one-quarter mile west of the City's proposed westerly expansion of its Sphere of Influence boundary. It is important to note that specific industries that locate within the Golden State Industrial Corridor may require pre-treatment of liquid wastes before the wastes may be accepted for further treatment at the S-K-F treatment and disposal facility.

STORM WATER AND OTHER SURFACE WATER DRAINAGE

Surface water drainage facilities will be designed in conformance with the update of the City's Master Drainage Plan, completed in early 2005. The Drainage Plan provides background information, objectives, design criteria for the control of storm waters, hydrology, locations and sizes for new drainage basins, and related data. Existing storm drainage facilities are comprised

of street and gutter patterns which are used as conveyance facilities, numerous drop inlets along streets, underground pipelines of various size, pumping stations, both permanent and temporary ponding basins, and miscellaneous facilities.

The previous Master Plan was prepared in 1982. In recent years, the City has been somewhat strained in its ability to provide permanent ponding basins at locations called for by the two-decade-old Master Plan. As a result, too many interim solutions involving temporary on-site basins within subdivisions have been approved in areas of residential expansion. Progress has been slow in providing permanent basins where needed.

Storm Water Collection

The existing collection system provides for the disposal of storm water runoff that would otherwise cause property damage, safety hazards, public health problems, vector control problems and general inconvenience. The system also collects residual surface water that drains from property into the street that is generated by such domestic practices as lawn irrigation, driveway and sidewalk cleaning and private car washing. Petroleum-based drippings from motor vehicles are collected along with drainage.

City streets are designed to act as the first stage of the collection system. Properly designed and constructed to the right gradients, streets carry runoff water to strategically located points of collection where drop inlets then transfer water from gutters into underground pipelines for disposal into basins.

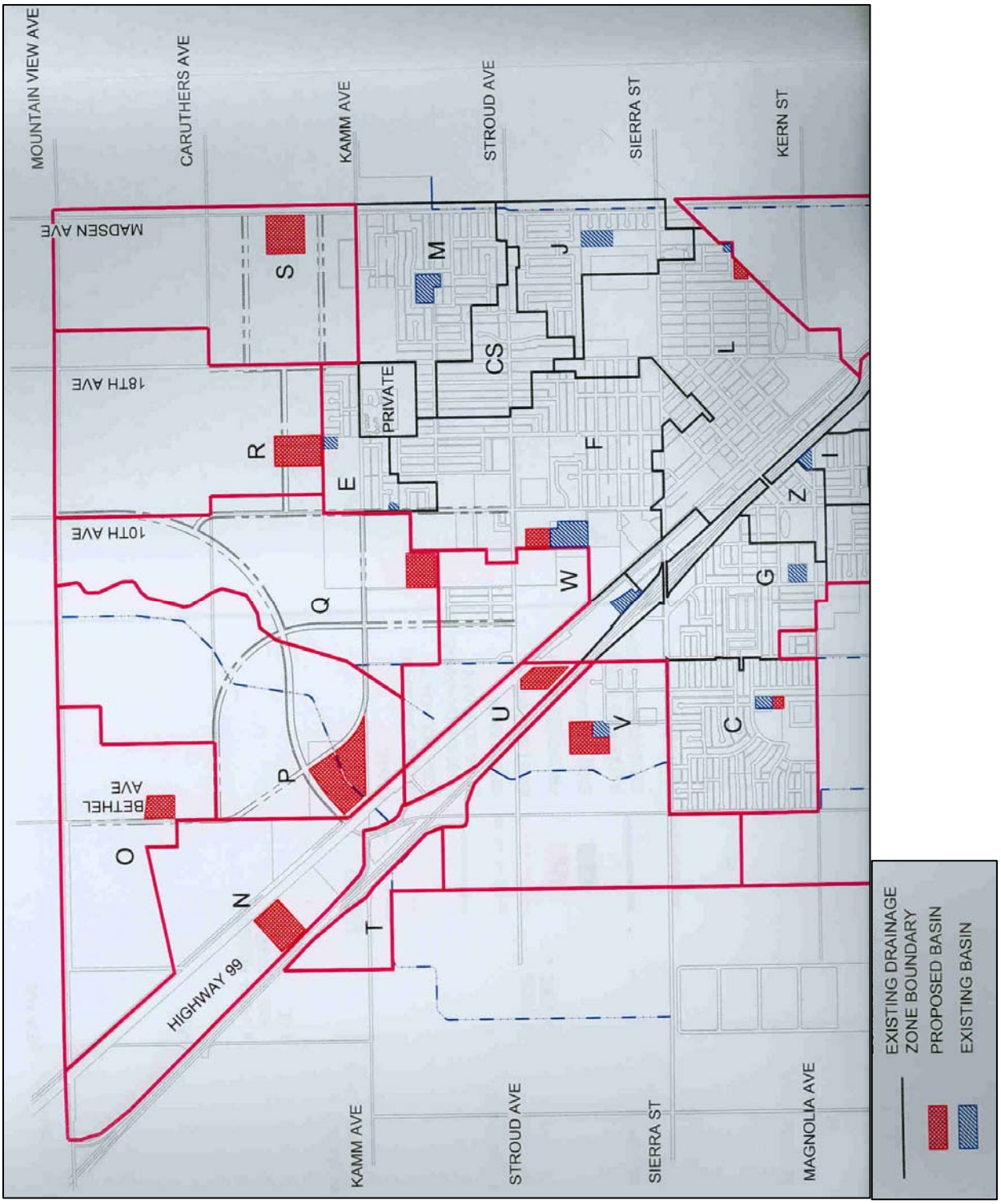
Disposal

Disposal is currently accomplished mostly by the use of strategically located ponding or drainage basins which are designed to handle the projected amount of run-off from drainage areas with specific boundaries. Secondary means of disposal primarily affecting older central parts of Kingsburg have been to convey runoff by pipeline for disposal into the Kings River or to pump runoff into the Cole Slough Canal along the east side of the community. Canal capacity is limited and unpredictable during storm events because of water diverted into canals upstream. The City has had to expand its system of drainage basins where water is allowed to evaporate and/or percolate into the ground. The use of drainage basins allows the City to cope with a very sporadic supply of surface water while providing a practical means of replenishing groundwater supplies. Several basins have been designed for use during the dry months of the year for outdoor recreation-park activity.

Several drainage basins currently serve part of the North Kingsburg planning area. The Erling Park and Basin, between 21st and 23rd Avenues south of Skansen Street, has been enlarged to accommodate the drainage from the adjoining Satterberg Estates subdivision. A basin south of Stroud Avenue and west of 10th Avenue is capable of handling additional runoff from some of the vacant residential acreage remaining northwest of Stroud and 10th Avenues, as well as part of the industrial corridor along Simpson Street/Golden State Boulevard (GSB).

FIGURE IV-3

EXISTING AND POTENTIAL FUTURE DRAINAGE BASINS AFFECTING NORTH KINGSBURG UNDER THE 2005 MASTER PLAN FOR STORM DRAINAGE



A basin serving the lower end of the industrial corridor, located between Simpson Street and Freeway 99 just north of the Sierra Street interchange, is nearly at full capacity.

Six additional basins are shown in the new Master Plan. Three are proposed for development in conjunction with parks:

- Consistent with the 1982 master plan, a basin is planned on the west side of Madsen Avenue about midway between Kamm and Caruthers Avenues. Developed in conjunction with the basin would be a neighborhood park of several acres, and they would be beside an elementary school campus, creating the possibility of joint-use arrangements for the park and school grounds.

- Another permanent basin with a small neighborhood park would be located immediately north of an existing temporary basin near 14th Avenue and Hemma Street. The temporary basin could be eliminated, or it could be made permanent and connected to the larger basin.

- A major feature of North Kingsburg would be a basin northeast of Kamm and Bethel Avenues in a natural slough near the Ward Drain. The basin would be developed as part of a large community park and would be designed and landscaped to appear to be a natural lake. Efforts would be made to keep water in at least a portion of the lake year-round.

Another basin would be sited to take advantage of the natural terrain, utilizing another smaller natural swale south of Kamm Avenue and west of 10th Avenue. Because of the proximity to the major community park and proposed school facilities, no park would be incorporated into the design.

Because of their locations in primarily industrial areas of North Kingsburg, two more basins are not considered for combination recreational use. One is in the Industrial Corridor between Freeway 99 and Golden State Boulevard northwest of Kamm Avenue, and the other is on the east side of Bethel Avenue north of Caruthers Avenue.

Storm Drainage and Water Quality

This section addresses the expected runoff pollution rules for small cities that have recently been upheld by the 9th Circuit Court of Appeals in San Francisco. The Court who heard the nationwide case upheld rules requiring small cities and counties to protect waterways from storm water pollution. As a practical matter, such pollution in rural areas is generated from agricultural runoff containing fertilizers and pesticides, as well as urban runoff containing petroleum distillates from vehicles and other pollutants such as fertilizers and pesticides from residential, commercial and industrial sites. In its decision, the Court also concluded that the EPA must strengthen its rules by requiring public hearings and state review of local plans to make sure that they will work.

For Kingsburg, the eventual implications of this decision may well require an additional means of collecting and treating runoff prior to disposal, especially for the older part of the community east and south of downtown which drains via pipeline to the Kings River, and the area that drains to a canal. It may also affect areas that dispose to drainage basins if percolation through sandy loam soils is not considered sufficient means of removing pollutants before runoff reaches groundwater aquifers.

If Kingsburg is required to meet the National Pollution Discharge Elimination System (NPDES) rules upheld by the Court for all means of disposal, it will require that each of the areas to be served by a single drainage basin be designed to operate independently of each other for purposes of storm water disposal. Each drainage area may ultimately require a pump station and a storm water quality basin, as well as a flood control detention (drainage) basin. In the case of areas drained to canals and the Kings River, it will require additional means of treating runoff before disposal. Under this scenario, pump stations would pump the "first flush" flows to a water quality basin for removal of pollutant concentrations before discharge to the river or underground.

Responsibility for Construction, Maintenance and Operation

In Kingsburg as in most other cities of the San Joaquin Valley, drainage facilities are constructed as land develops, with subdividers either providing the needed on-site and off-site collection and disposal facilities, or the City assuming responsibility for construction with fees collected from land developers. Subdividers assume full responsibility for the collection system internal to their subdivisions, and often have the option of extending pipelines off-site to points of permanent disposal. In many cases, however, the City has assumed responsibility for the construction of permanent ponding basins with drainage fees collected at the time of planning approvals while the developer has dealt with immediate drainage disposal through temporary on-site basins.

The responsibility for maintaining and operating permanent ponding basins is assumed by the City.

GAS, ELECTRIC AND COMMUNICATION UTILITIES

Gas and electric service will continue to be provided by the Pacific Gas and Electric Company and The Gas Company (Southern California Gas Company) via the extension of existing electric and gas distribution lines within the North Kingsburg planning area. In accordance with existing Public Utilities Commission and local regulations, new distribution lines will be placed underground.

Telephone services will be provided to the planning area by a variety of servers via existing telephone lines and wireless communications systems. As development occurs, new phone lines will be placed underground in accordance with City regulations. Cable television lines are recommended to be extended as development within the planning area occurs. Through a franchise agreement with the City, Comcast is designated as the sole cable television provider. High-speed internet services are provided by Comcast and by the telephone provider SBC.

Centralized services are proposed within the industrial corridors that are required for access to telecommunication satellites and telecommunication systems which can be expected to serve the Fresno-Clovis metropolitan area. Such access is necessary to having a competitive edge in attracting research and development firms to the Corridor. The installation of fiber optic conduit should be encouraged.

SOLID WASTE MANAGEMENT

Solid waste management services are provided to the community under a franchise agreement between the City and a private waste management company. Such franchise service is expected to continue over the period of buildout of residential, commercial and industrial development within the North Kingsburg planning area.

PART V

COMMUNITY DESIGN STANDARDS FOR THE NORTH KINGSBURG RESIDENTIAL VILLAGE

INTRODUCTION

This Part provides direction about the desired form and character of development for the North Kingsburg (NK) Residential Village. Components include overall design objectives, scope and purpose, guidelines for major public elements such as streets and parks, design guidelines, and development standards for various types of residential land use and residential tree planting guidelines.

OVERALL DESIGN OBJECTIVES

The character of residential expansion in North Kingsburg will enhance the visual quality of the City and the visual experience of those residing or visiting the NK planning area. This will be achieved by land use and circulation proposals, and by the design, development and maintenance standards included as part of the Specific Plan and future project proposals.

The design and construction of the landscape and architectural elements of the NK Residential Village will be undertaken in consideration of the following objectives:

- Design lively cores for education, recreation and other community facilities and activities that are readily accessible to nearby residents.

- Create signature landscape features, including pedestrian and recreation corridors, parkways and waterways that define an attractive image as well as knit land uses of the Village together.

- Create a safe, efficient and pleasant circulation system for all modes of ground transportation.

- Establish distinctive gateways to welcome visitors to North Kingsburg and the community as a whole.

SCOPE AND PURPOSE OF DESIGN GUIDELINES

Given the 20-25 year time frame for residential build-out in North Kingsburg, it is to be understood that the design concepts presented in Part V will likely be amended from time to time based on innovation or the changing context of development. It is also likely that new ideas or technology may lead to projects with superior design features that do not conform to these guidelines. In such event, those projects shall receive fair consideration by the City and shall not necessitate amendments to this Specific Plan if it can be demonstrated that the intent of this Plan

is achieved. The Kingsburg Zoning Ordinance shall prevail for any design topic not addressed by these gridlines.

One key objective of the NK Specific Plan is to create a plan containing private and public development elements that can be provided together in a phased manner. Therefore, applications for site-specific private projects shall trigger requirements for including associated public amenities at the same time. Much of Part V is devoted to the public amenities to be provided with phased improvements

This Part is intended to establish standards that will assist public agency staff and public officials in their role of reviewing and approving project applications. It is also intended to guide developers, planners, architects, landscape architects and civil engineers in project design.

GUIDELINES FOR MAJOR PUBLIC ELEMENTS

This section addresses all elements of the NK Residential Village public domain where site planning and landscape architecture can contribute quality, functionality and identity to the NK planning area. It addresses the design of those elements that are more consistent throughout the Residential Village of North Kingsburg, including:

- Gateways;
- Streetscapes;
- Off-street pedestrian corridors;
- Bicycle paths;
- Parks;
- Schools;
- Walls and fences;
- Signage and lighting;
- Community facilities; and
- Other open space.

1. Gateways

North Kingsburg will be identified by significant landscaped gateways.

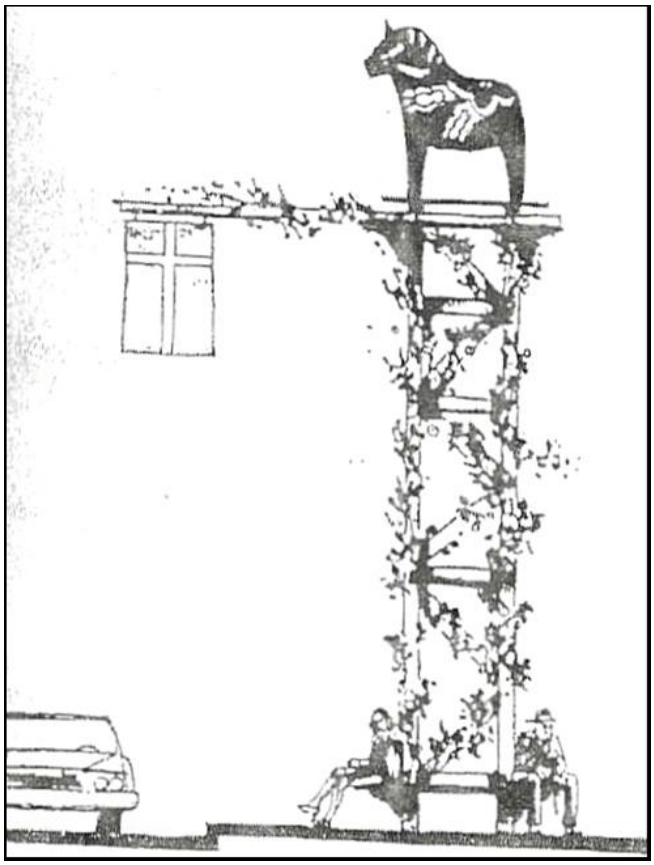


Figure V-1: Gateway sculpture

An example of gateway appearance is shown in Figure V-1, drawing on the Swedish Village identification sculpture developed for the City in the late 1980s by architectural students at California Polytechnic University, San Luis Obispo. The sculpture in Figure V-1 shows a bench at its base. This is suitable treatment in a downtown location. However, gateways to North Kingsburg would be located in less intensely developed areas "announcing" arrival to the Kingsburg community as a whole from the north at the beginning of the Industrial Corridor along Golden State Boulevard, and along Academy Avenue, south of Mountain View Avenue. At such locations, the area around the sculpture would be enhanced with low-growing evergreen shrubs. Examples of other locations closer to the Central Business District would be at the new 18th Avenue intersection with Sierra Avenue (in Memorial Park) and at the Simpson Street intersection with Sierra Avenue.

Neighborhood entries are also proposed that are more pedestrian in scale to mark important points of entry to residential areas from arterial streets. As focal points, these entries should be landscaped consistently throughout North Kingsburg, utilizing a unified pattern and selection of tree species. An example of a neighborhood entry is shown in Figure V-2.

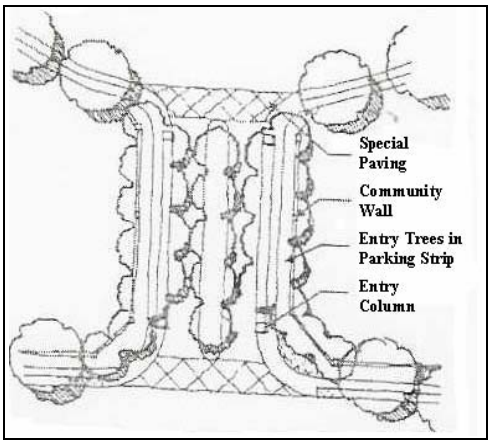


Figure V-2: Neighborhood entry

2. Streetscapes

The community street system forms the network for automobile and bus transit circulation as well as right-of-way for a significant part of the pedestrian and bicycle path systems. The street system will create a high quality visual and useable environment for the long-term. Trees, shrubs and ground cover used in the streetscape will contribute toward visual unity between and among neighborhoods. It is intended that streetscape design shall be complementary to and serve well all of the uses along the rights-of-way. The extent of streetscape treatment in North Kingsburg will generally reflect the level of roadway service, that is, the greater the volume of traffic the more extensive the landscape treatment and the provisions for non-motorists.

In general, arterial streets will have a distinctive median landscape treatment to create a boulevard effect which softens the otherwise harsh visual character of an arterial street. Median landscaping would be complimented with street trees planted along the property sides of the streets within planting strips (parkways) that separate pedestrian and vehicle traffic.

The median will be utilized whether the ultimate right-of-way provides for two traffic lanes in each direction or only one. An example of this treatment is depicted in Figure V-3. Selected Collector streets may also have landscaped medians and narrower parkway edges. Actual landscape design and plant material selection will vary among different roadways to emphasize the special character of that roadway. Landscape materials and engineering characteristics shall meet City standards.

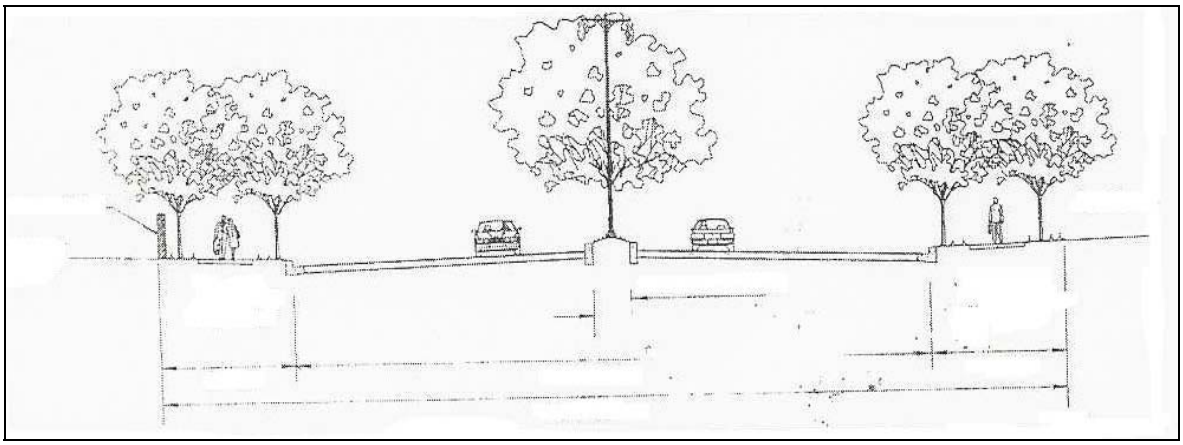


Figure V-3: Typical boulevard landscape for application to 2-lane or 4-lane

Street tree plantings are required along every type of street, whether arterial, collector, or minor in function. Street tree planting has been a requirement of the City for all residential and non-residential areas, with tree selection and planting based on a master tree list and use of root barriers.

For North Kingsburg, a consistent pattern and species of trees will be required for each street, to be determined at the time of tentative subdivision map or parcel map approval. In creating the street tree plan, only one tree species shall be used per neighborhood or combination of 3-5 blocks in order to enhance the structure of a neighborhood's character. Trees shall be placed in a single row centrally located within the parkway between the sidewalk and curb. Where a parkway has been eliminated as on a cul-de-sac or loop-out street section, the street tree may be shifted onto the adjacent residential lots. For medians and parkways, automatic irrigation systems will be required. Illustrations of a canopy street tree pattern and shade effects on a sidewalk separated from the curb are shown in Figures V-4 and V-5.

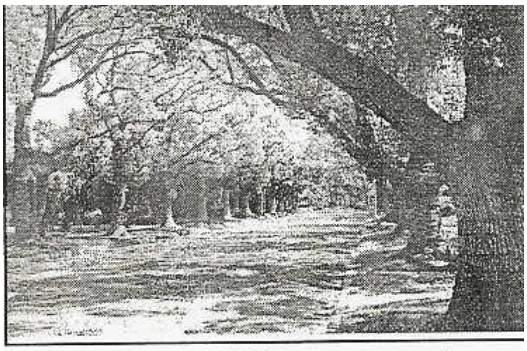


Figure V-4: Village streets framed by canopy trees and curb-separated sidewalks.

Figure V-5: Street trees grace a minor street parkway and sidewalk.

3. Off-street Pedestrian Corridor Trail System

The pedestrian corridor trail system planned for North Kingsburg offers a quiet, safe landscaped environment primarily for walking, jogging and bicycle travel. The trail system has been planned with visual access from the street system assured for purposes of safety and to maximize the visual effects of the interconnected corridors on the residential environment they are intended to serve. The trail system is distinctly separate from the system of sidewalks along street rights-of-ways except for occasional interconnections within blocks. In a few cases, however, meandering trails are provided as part of an expanded right-of-way in order to connect new parts of North Kingsburg with older partially developed sections including linkages with the Rafer Johnson Junior High School site on Stroud Avenue.

Figure V-6: A trail along a waterway

Figure V-6 illustrates a trail in conjunction with a water feature, while Figure V-7 illustrates how trail corridors might interconnect with various densities of residential development.

Pedestrian connections located throughout residential areas are open space connections that provide pedestrian access from neighborhoods to streets, parks and school sites. They typically involve a cul-de-sac terminating adjacent to a perpendicular collector or minor street and occasionally along an arterial street. These connections are intended to facilitate pedestrian and bicycle access and movement through neighborhoods where motor vehicle traffic connections are not desired. As shown in Figure V-8, low walls and landscaping would be placed at these entries. Design review of these connections would occur as part of the subdivision review and approval process, and the home builder will be required to disclose to future homeowners that pedestrian connections will be provided at the end of designated cul-de-sacs or loop streets.

4. Parks

The neighborhood parks in North Kingsburg are in strategic locations to serve the resident population of the area. Parks are provided in connection with school sites and drainage basins, and as free-standing facilities for active and passive recreation. Each park is connected with the pedestrian corridor system. Areas for court games and organized sports activities are to be confined primarily to school sites so that organized sports activities do not dominate all outdoor recreation areas.

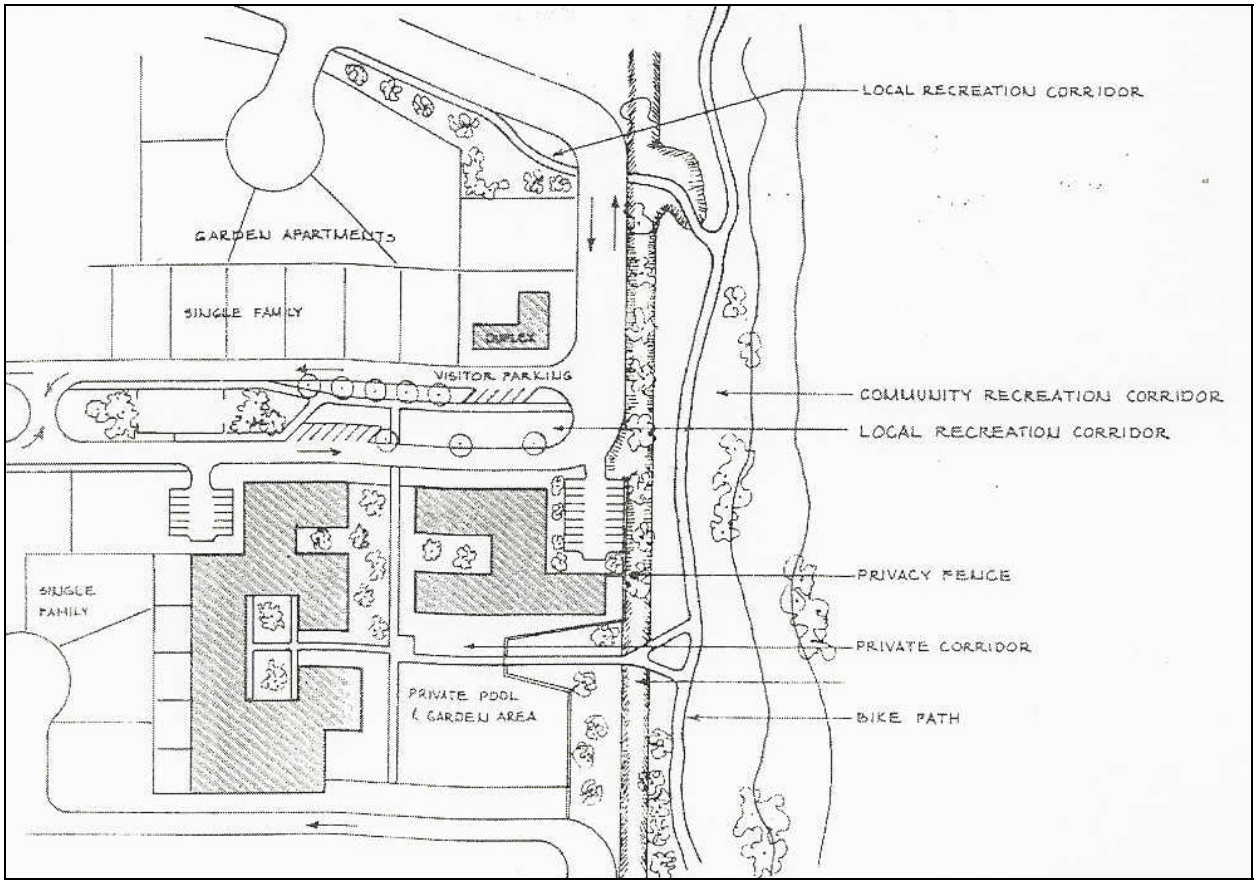


Figure V-7: Integrating recreation trails.

5. Schools

Two school sites are designated within North Kingsburg. A possible second campus for the Kingsburg Joint Union High School District is proposed at the northwest corner of 10th (Academy) and Kamm Avenues that could encompass up to 87 acres. An elementary school site of 15 acres is planned on the west side of Madsen Avenue beside a new east-west collector street south of Caruthers Avenue. About 10 acres beside the elementary school site are being designated for a neighborhood park and drainage basin.

Normally, school sites would be located within the center of neighborhoods which they serve. However, Kingsburg's elementary schools are operated as grade-level sites (one campus has only kindergarten classes, another has primary grades, a third has middle grades, and the fourth is the junior high school), as compared to K-6 or K-8 sites within neighborhoods. Sites along arterial streets have been selected so as to minimize the effects of school-related traffic during morning and afternoon peak hours of traffic to and from school sites.

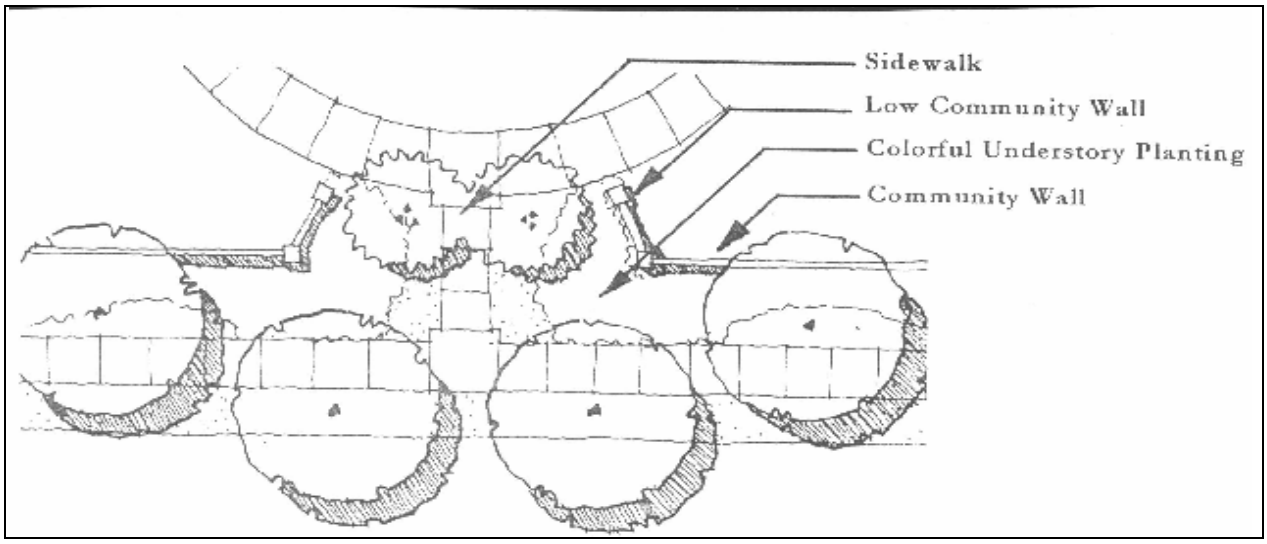


Figure V-8: Typical pedestrian connection between streets.

School sites would be designed to facilitate drop-off and pick-up of young students by autos, and would be fenced for safety. Pedestrian access is provided by connection with elements of the pedestrian corridor trail system. Other sites may prove to be equally appropriate as alternatives, and an alternative development plan for the designated high school sites is described in Part III.

The designation of school sites as part of the Specific Plan is reasonable and essential. While early acquisition is appropriate in order to foster residential project design, postponement in acquisition for a reasonable period of time does not negate a school site designation. School sites would be developed to State standards, while adjacent park sites would be developed to City standards. Adjacent park areas are to incorporate landscape features that enhance their role as a major neighborhood gathering place.

6. Walls and Fences

A variety of walls and fences are required in North Kingsburg, ranging from backyard fences to sound walls separating arterial traffic from homes. The potential for noise and glare from vehicle traffic on residential areas will be mitigated by aesthetically designed walls and landscaping along the perimeter of arterial streets in order to screen views of traffic from residential areas. Consistent quality in wall and fence design is sought throughout.

Community walls shall be incorporated into high visibility areas such as along arterial streets, at gateways and at neighborhood entries. The wall shall be articulated and provide shadow relief to break up its mass. The wall shall consist of concrete masonry units or equivalent, such as pre-cast concrete panels, with columns equally spaced. Detailed columns with chamfered corners and raised cap (see Figure V-9) shall be located at significant locations of directional changes and at all ends of the community wall. All other columns will be simple and uncapped. Columns shall not be spaced further than 30 feet apart, and shall stand out from the wall at least

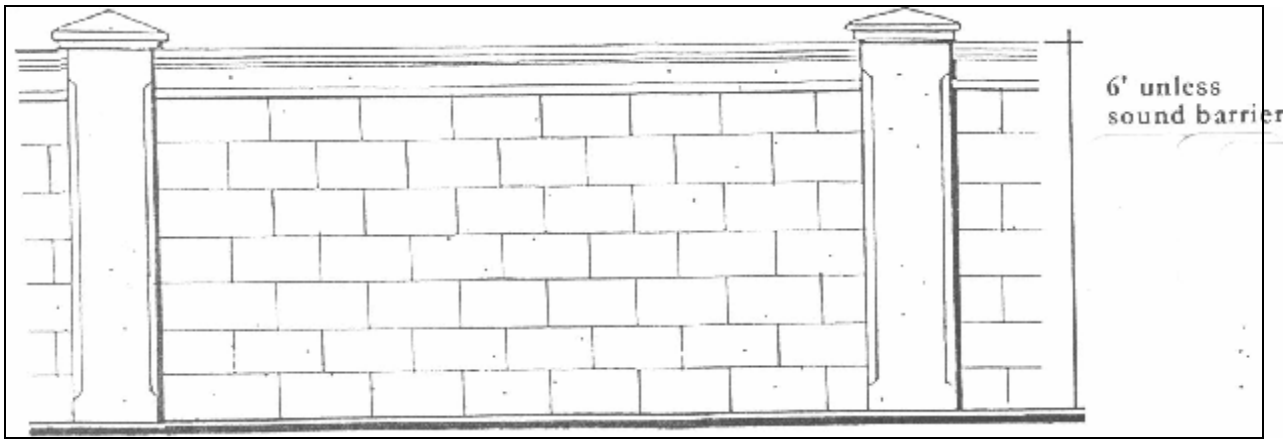


Figure V-9: Community Wall with detailed column

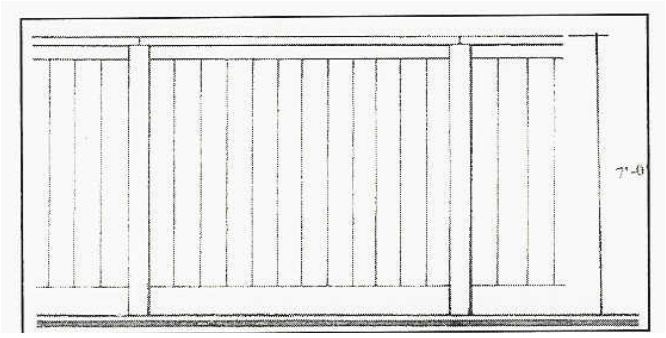


Figure V-10: Neighborhood Fence

six feet in height on the public face of the panel. The wall, fence and column plan is provided in Part III.

A continuous cap shall be provided along the wall panels and a separate cap shall be placed on those columns having caps. Caps shall overhang the panel and columns by at least two inches. The color shall be neutral and not create glare. The community wall shall be eight feet tall along arterial streets and six feet tall elsewhere. Where walls are required greater than six feet in height, berms may be utilized in lieu of two feet of actual wall panel height. Detailed columns shall be at least six inches taller than the wall to provide articulation. The wall shall be placed at either the right-of-way or property line, or the public utility easement boundary, on the private property side of the line. Broadleaf evergreen foundation shrubs, trees and vines selected by a licensed landscape architect and approved by the Building Official shall be planted against the wall, with automatic irrigation, to provide visual relief.

Sound Walls

Sound walls are to be minimized and used only where noise volumes mandate their use. Typically, they will be utilized along arterial streets where back-on residential design is required. Unless otherwise indicated in Part III, eight foot high community walls as described above will serve as sound walls.

Neighborhood Fences

Within and around residential areas, the neighborhood fence shall be utilized to act as a privacy fence for rear and side yards. These fences will provide an attractive edge along residential streets, lots and alleys. They shall be located along the rear and side property lines of the residential lot, except at entries where the community wall is specified. The fence shall return back to the residential unit at a logical point related to the specific architecture on corners. Neighborhood fences shall be seven feet high and made of long-lasting wood species (for example, redwood or cedar) with wood posts or masonry pilasters. Where residential lots are located adjacent to on-going agricultural operations, a seven foot neighborhood fence shall be provided. The design and materials used on these fences are to be uniform throughout a given residential project. Neighborhood fence design is shown on Figure V-10.

In instances where the stub end of a street terminates at the project boundary or abuts operational farmland, or a street parallels the project boundary or abuts operational farmlands, a temporary neighborhood fence as described above shall be provided. This fence shall be removed when the adjacent agricultural parcel is developed and/or vehicular circulation is extended beyond the project boundary. Temporary fencing at the end of a stub street shall extend the full width of the right-of-way plus along the side yards of adjacent residential parcels from the front property line to the front yard setback of the houses involved.

Front Yard Fencing

Front yard fencing as high as six feet is permitted within 10 feet of the front yard setback provided that at least 50 percent of the front yard is open to view from the street as measured by area encompassed by the outer boundaries of the fence sections involved. The purpose of such fencing is to provide flexibility in the location of outdoor patio areas, especially for small single-family lots or for lots where garage or carport access is required from the alley. This standard returns use of front yard areas to the needs of the occupant rather than to people utilizing the street system, and adds diversity to the aesthetic appearance of front yards in any given block. Capability for such fencing within a given block shall be disclosed to the home buyer at the time of purchase and shall be included in any conditions, covenants and restrictions recorded for the subdivision or project.

4. Signage and Lighting

In a master-planned community, comprehensive signage and lighting contribute to the quality and integrity of the community. Signage is intended to convey information and reinforce the area's character. It should create a hierarchy of signs capable of simply and efficiently moving people through the residential environment to their ultimate destination. The comprehensive signage system for the North Kingsburg Residential Village shall be provided to the City for review along with each area's initial tentative map. The hierarchy for signage systems is comprised of permanent and temporary signs, as follows:

5. Signage system

Major entry identity features create a sense of entry and establish community image and character. Any major entry features at entrances to North Kingsburg should embody prevailing Swedish Village design themes fostered by the City.

1. Neighborhood entry identity features identify entries and arrival points to the various neighborhoods to be created within the North Kingsburg Residential Village and reinforce community image and character. While features at different entries may be diverse in their design, they should create an architectural and landscape image that is compatible with other entries, creating a level of control without repetition.

2. Street and vehicular regulation signs identify street names. They shall conform to the unified sign standards utilized by the City for naming streets and for regulating traffic; provided, however, that traffic regulation signs shall be composed of universal symbols as prescribed by CalTrans and the U.S. Department of Transportation.

3. Temporary signage provides marketing and directional information and identifies construction activities. Temporary signs shall be limited as described below and as prescribed by the zoning ordinance.

4. Marketing and directional signage shall provide sales information to potential homeowners or renters within specific neighborhood districts. These signs provide sales and rental information, model home identification and directions to specific areas where sales events are happening. Signs promoting planned future benefits or opportunities, in addition to identifying future amenities such as schools and parks, may also be posted. Signage shall be located along roadways and at model complexes. Temporary marketing signs shall be limited to one sign every 1/8 mile (660 feet) per direction of traffic.

5. Construction signage is used to identify the parties engaged in the design and construction of a specific site. The signage may only be placed when construction begins and must be promptly removed following completion of the project. These signs must be located within a project's boundaries, face parallel to the street and be in accordance with the City Code. Signs must be free-standing and no larger than 16 square feet in area or higher than eight feet above the ground.

6. Other signs shall be placed, sized and maintained as prescribed by the Zoning Ordinance.

7. Prohibited signs -- the following signs are prohibited:
   - Large free-standing signs and outdoor advertising;
   - Roof-mounted signs;
   - Changeable letter signs;
   - Electronic/reader board signs;
   - Signs that incorporate flashing or blinking lights or movement;
   - Easel or A-frame signs;

- Cabinet signs;
- Pylon signs;
- Large plastic face and internally lit signs;
- Floating or mounted inflatable signs;
- Temporary sales and advertisement banners, posters and hand-painted signs.

In addition to the above mentioned specific sign types, any signs that possess the following characteristics are prohibited:

- Signs that are determined by the Planning Commission to be visually indiscriminate, unattractive, garish or otherwise incompatible with the character of the North Kingsburg Residential Village;
- Signs that overwhelm or restrict the view of other signs and adjacent architecture;
- Signs that may have a negative impact upon the health, safety or general welfare of the community

6. Lighting system

Lighting systems should be employed to provide lighting levels commensurate in illumination level and scale with the land uses they serve. Also, a safe level of lighting is to be provided for the variety of experiences offered in the North Kingsburg Residential Village. Lighting is to be designed to orient visitors at night, and lighting systems shall provide the following:

- Lighting of public roadways that allows drivers to clearly see all road alignments, potential obstacles and traffic control signage. Intersections and unique conditions should receive more light.

- Street lighting on public streets that conforms to the City's standards for illumination levels.
- Lighting of interior private streets, with 20- to 30-foot-high fixtures of a consistent character and quality meeting at least City minimum foot candle lighting standards for public streets.

- Lit pedestrian walkways, trails, entry areas, courtyards and plazas where there are significant pedestrian volumes, to provide a sense of personal safety and to minimize shadows.

- Lit large rear or side parking lots and associated vehicular circulation in multi-family and semi-public areas (such as churches), utilizing 20- to 30-foot mounting heights.

- Building-mounted light fixtures for service areas matching parking lot lighting fixtures.

- Special feature areas that typically should be illuminated by recessed accent lighting or up-lighting fixtures not visible at eye level. Special features might include gateways, project or neighborhood entries, building entries, residential area lighting, signage, monuments, fountains or flagpoles.

- Open space lighting that shall allow a mixture of pole light fixtures and lower-level bollard lights and path lights adequate to provide safe levels of illumination.

Mitigation of direct off-site glare is to be achieved by the width of open space pedestrian corridors and by hooding and directing exterior on-site lighting away from residential properties and traffic lanes. Special attention shall be given to the hooding and/or direction of lighting mounted high on building walls, poles, roofs, equipment and other facilities.

7. Landscape Design Practices

Landscape design practices and related requirements necessary to achieve water conservation shall be implemented. To minimize water consumption, the majority of plants selected shall be well-suited to the climate and soil conditions of the area. In addition to water conservation, landscape plans should address functional as well as energy use. Soil tests shall be required to determine soil type, soil structure, water holding capacity and fertility. Soil is to be amended in accordance with the recommendations of the landscape architect, engineer, agronomist, or other qualified professional conducting the tests.

All landscaped areas open to the public shall be provided with automatically controlled water-conserving irrigation systems.

Landscape maintenance programs and procedures which enhance the lasting quality of public and private areas and rights-of-way shall be included in project Conditions, Covenants and Restrictions recorded with Fresno County. One or more landscape and lighting districts shall be created to guarantee project maintenance.

8. Community Facilities

Uses categorized as community facilities are envisioned to provide the architectural and open space focal points and people gathering places for North Kingsburg. Such facilities include schools, parks and specialized recreation areas and facilities. The architectural design of buildings housing community facilities shall reflect the prevailing “Swedish Village” theme adopted by the City.

All community facilities shall have a plaza, “front porch” or other gathering place. Deep building overhangs, arbors, trellises and free-standing shade structures should be used to provide shade for activity spaces.

9. Other Open Space

Other public open space, including drainage basins and communal swimming pool facilities, shall be landscaped and maintained with concern for quality and amenity as is provided for other publicly landscaped areas and facilities.

DEVELOPMENT STANDARDS FOR LOW DENSITY RESIDENTIAL AREAS

The following standards apply to Low Density single family detached or attached housing within residential planned unit developments (PUDs) which are required for all Low Density housing areas within North Kingsburg. Lots between 7,000 and 10,000 square feet will account for the majority of North Kingsburg's residential product type, with about one-fourth of lots exceeding 10,000 square feet.

Siting Criteria

It is important that every residential project create a streetscape that provides visual quality and variety. This can be achieved by siting buildings with varying setbacks; providing differentiation in garage locations relative to the street and alley; reversing plans so that garages and entries are adjacent to each other; greatly limiting the number of houses within a given block where the garage opening is substantially closer to the front property line than the house; providing relief with porches or other single-story elements along the street; and allowing fenced front yard patios and landscaped areas. Some examples of siting arrangements are shown on Figure V-11 and on following pages.

1. Massing and Detail

The buildings shall be articulated so that the massing of the perceived streetscape of a neighborhood has variety and visual interest. Monotonous style and placement, with garages dominating the streetscape characteristic of "tract" housing is prohibited. This requirement is applicable to the front and street-facing side elevations of corner lots as well as easily visible rear elevations such as those that back onto streets or alleys. Unless it is not appropriate to the architectural styles, this can be a accomplished by providing a variety of both single- and double-story elements. Solutions to achieve these objectives include:

- A reasonable mixture of one- and two-story units in each block.
- At least half of the houses shall have significant single-story elements on the front elevations. Porches and covered entries would qualify if incorporated as part of the architecture.
- Floor plans that provide a variety of setbacks and massing along the streets. Attention is required to the execution of the appropriate scale and detail for the architectural styles involved.
- Window and balcony placement on second stories shall avoid direct views to the rear yards of adjacent lots wherever possible.
- A consistent scale of elements shall be used throughout the design.
- Individual elements shall be designed in proportion to each other.

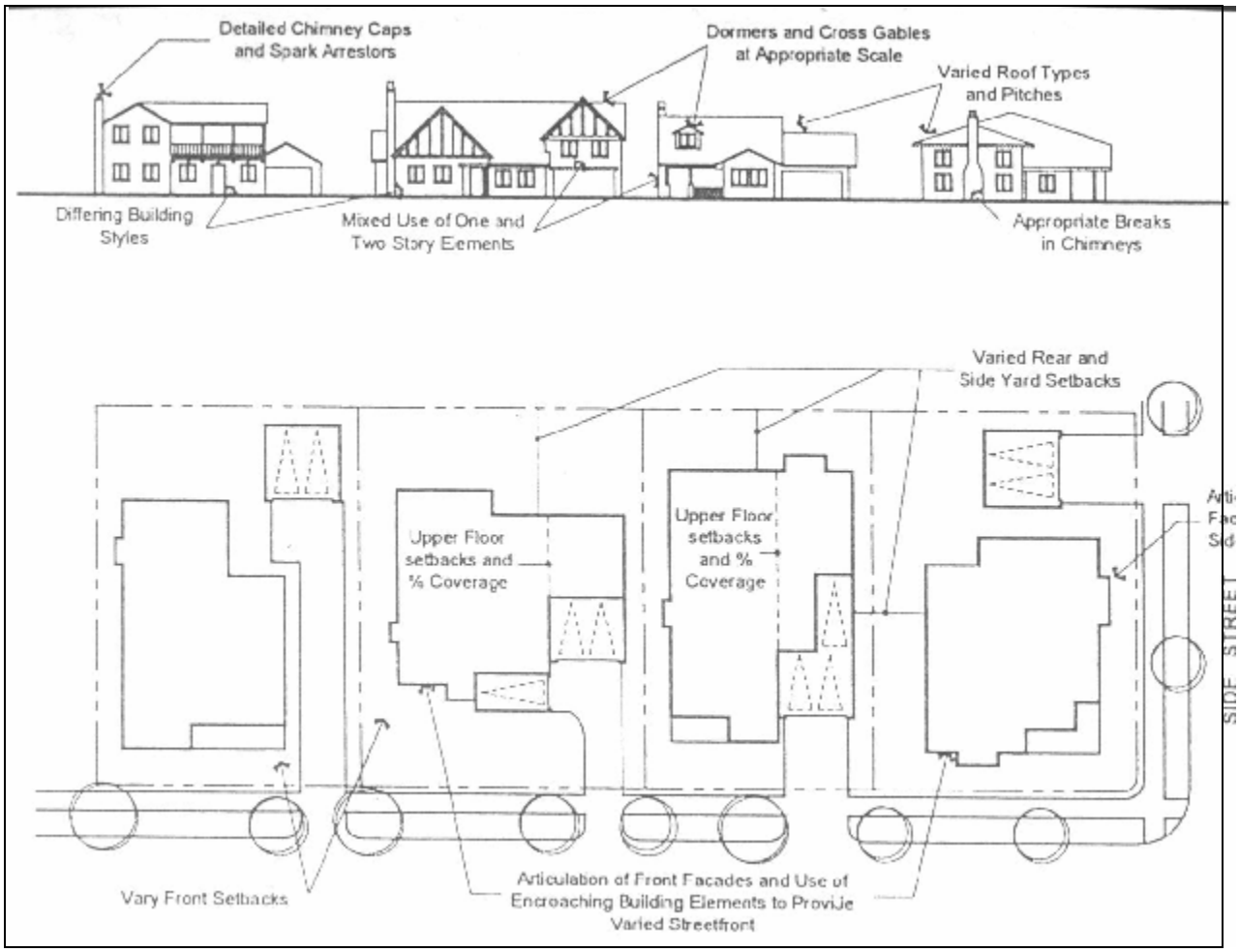


Figure V-11: Siting and Massing Diagram - some examples

- Units backing or siding onto arterial streets shall have enhanced elevations where they are visible from the streets, including building articulation and window treatments.

- For corner lots, the building materials on the front facade should wrap to a logical termination point on the street side yard elevation.

2. Roofs

A variety of roof plans and pitches is desired to assist the massing and site criteria. The following limitations are to be observed during building design and construction:

- Mechanical equipment is not permitted on the roof.

- Satellite dishes shall be sited so that they are limited from view from the street as much as possible.

- Roof penetrations for vents shall be on the rear side of roof ridges whenever possible. All vents shall be painted to match the roof color.

3. Garages and Driveways

Garages and driveways should not be the primary feature of a house. As discussed above in Siting Criteria, differing garage locations are important. Other ways to accomplish this are:

- The design treatment shall strive to reduce the overall visual mass of the garage.

- Architectural forms shall de-emphasize the garage by highlighting other elements of the house.

- Provide a minimum difference of four feet between the living area elevation and garage elevation unless the garage is flush with the living area.

- Utilize a variety of garage plans, including tandem, detached. shallow and mid-recessed, deep recessed located toward the rear of the lot, 90-degree placement of the garage door to the front property line (swing-ins), and alley access. Alley access shall assure a minimum distance of 47 feet from the rear line of the alley to the inside back line of the garage, or diagonal placement of the garage opening for easy access from the alley.

- Front-facing three-car garages are discouraged. If this option occurs, at least one garage door must be set back a minimum of three feet from the other two garage doors.

- Driveways shall be varied in width as appropriate to the site plan.

- Utilize roll-up garage door.

- Driveways should alternate along the street as much as possible.

- Hollywood driveways that permit turf or other low groundcovers to be planted within the center of the driveway are strongly encouraged for long or very wide driveways.

3. Corner Lots

The garage and driveway are to be placed along the interior side yard, at the rear of the street side yard, or with access from the alley.

The alternative of providing a side street garage entry provides many benefits. It permits not having a garage along the front facade of the house, allowing the front facade to be more interesting and increasing the landscaped area of the front yard. Alley and side street access is typical of traditional neighborhood design common prior to World War II and which more recently has become a part of a renaissance in traditional neighborhood design in American cities.

This option for corner lots provides adequate on-street parking along both the front yard and side yard for resident and guest parking. Limiting the driveway to eight feet in length prevents the resident from parking in the driveway, and preserves a more useable and pleasant rear yard.

5. Porches and Decks

As discussed above under Massing, porches can be used as single-story elements of the street elevations if they are incorporated into the roof lines and architecture. Because of this, corner lots are encouraged to include a wrap-around porch. The following standards shall apply:

- A minimum of one-third of the houses in a given block shall have porches.
- Porches and decks shall be designed to reflect the appropriate scale and detail for the architectural style involved.
- Porches must extend along a minimum of 50 percent of the facade, with a minimum depth of five feet.
- At least two house plans of a project must have a porch option that can be converted to a wrap-around corner treatment. Where a corner lot is wide enough to accommodate a wrap-around porch, a minimum of 50 percent of single-family corner lots in a project shall have wrap-around porches.

6. Windows and Doors

As with roofs, windows and doors shall vary because of the various elevation styles required among the house plans. In addition, they should reflect restraint in the numbers of types, styles and sizes in order to achieve consistency of window and door detailing among the elevations involved.

- Windows may be provided in various shapes and sizes, and double entry doors with or without side panels may be provided, as long as they are appropriate to the building's architectural style.
- Dormer windows shall be architecturally correct in scale, proportion and detail with the selected architectural style.
- Bay windows should be carried down to grade or express appropriate visual support of a cantilevered condition. The wall area of bay windows shall be detailed in a manner that is appropriate to the architectural style.

7. Materials and Colors

Within a given architectural style, the exterior shall receive a consistent use of materials and colors on all sides. Accent materials such as brick and stone used on street facing elevations shall be returned to a logical point of termination on the adjacent elevation. Natural or natural-appearing materials should be used as details to compliment the architectural style. These materials include wood, stone, brick and copper. Full metal roofs are prohibited.

8. Mechanical Equipment and Accessory Structures

Mechanical equipment shall be located in the rear yard when the side yard setback is less than seven feet. Where the side yard setback is greater than seven feet, mechanical equipment shall be located a minimum of five feet from a side property line adjoining an interior lot that contains a residential use unless noise attenuation is provided as approved by the Building Official.

Accessory and garden structures under seven feet in height and 120 square feet in area may be located in any portion of a required rear or side yard, except in the street side yard of a corner lot, provided proper building separation is maintained.

Planned Unit Development Procedure

The procedural requirements for the PUD process set forth in the zoning ordinance shall apply, subject to the following exceptions and separate requirements:

1. Permitted Uses and Lot Areas

A PUD within a Low Density residential area within North Kingsburg shall include only those uses permitted either as permitted uses or conditional uses within the zoning district in which the PUD is located, subject to the following exceptions:

- Any combinations of uses permitted in any RA, R or RM district as a permitted use, a use subject to administrative approval, or a conditional use may be included in a PUD located in an RA, R or RM District.

- In any R District, a PUD shall include housing for Very Low and Low income households as required by the Planning Commission. The locations of such housing shall be located throughout the PUD so as not to be concentrated in a single area.

- The requirements of sub-section 1.b., above, may be met by constructing a duplex or "duet" housing unit on corner lots where each unit and attendant garage faces a separate street and where the structure is designed to appear as one house.

2. Standards

- In any R zoning district, the average housing density per net acre may be increased up to

15 percent above that specified by the General Plan as an incentive to provide landscaped amenities such as pedestrian corridors and connectors for the benefit of local residents. This may be accomplished by reducing lot size below 7,000 square feet.

- In any R zoning district, an equivalent area in landscaped pedestrian corridors or other type of recreation open space may be substituted for alleys, except where alleys are required for garage access, provided that waste receptacles are stored within decorative walled or fenced areas.

Lot Design and Arrangement

The discussion and plans on the following pages are intended to illustrate typical lot design and building placements. They are not intended to be exhaustive, however, and other building placements may be acceptable, subject to review and approval by the Planning Commission.

It is important to understand that variation from standard lot and block arrangements that have prevailed in Kingsburg over the past 50 years have emphasized yard setbacks that favor the view of houses from the street rather than to maximize the view and use of yard areas for the benefit of the homeowner and occupant. While "conventional" arrangements will still be used in North Kingsburg, they are not to be rigidly repeated throughout all neighborhoods. Innovation in design and the provision of amenities cannot be demanded if all of the same old standards are to also prevail. Thus, examples are provided which would:

- Require access from 20-foot alleys along arterial streets as an alternative to back-on design;

- Eliminate alleys in favor of landscaped pedestrian corridors that are aligned separately from streets;

- Reduce single-family lot size as an incentive to providing amenities such as neighborhood entries, waterways and open space corridors not currently available in subdivisions; and

- Allow an intermingling of various lot sizes to appeal to the full range of age groups being attracted to Kingsburg.

Single-family lots that front on a Collector or Arterial Street can have front-loaded access for garages if the lots are wide enough to allow circular drives or back-a-rounds, or if the garage is side loaded from the driveway (swing-in). Access to such lots would be provided exclusively from a 20-foot-wide alley which would allow the Collector right-of-way to be reduced by six feet from 46 to 40 feet. The traffic-carrying capacity of a typical Collector would be increased in the order of 10 percent by such a lot and access arrangement. Similarly, if alley access is required for frontage on Minor streets, the right-of-way could be reduced from 40 feet to 36 feet

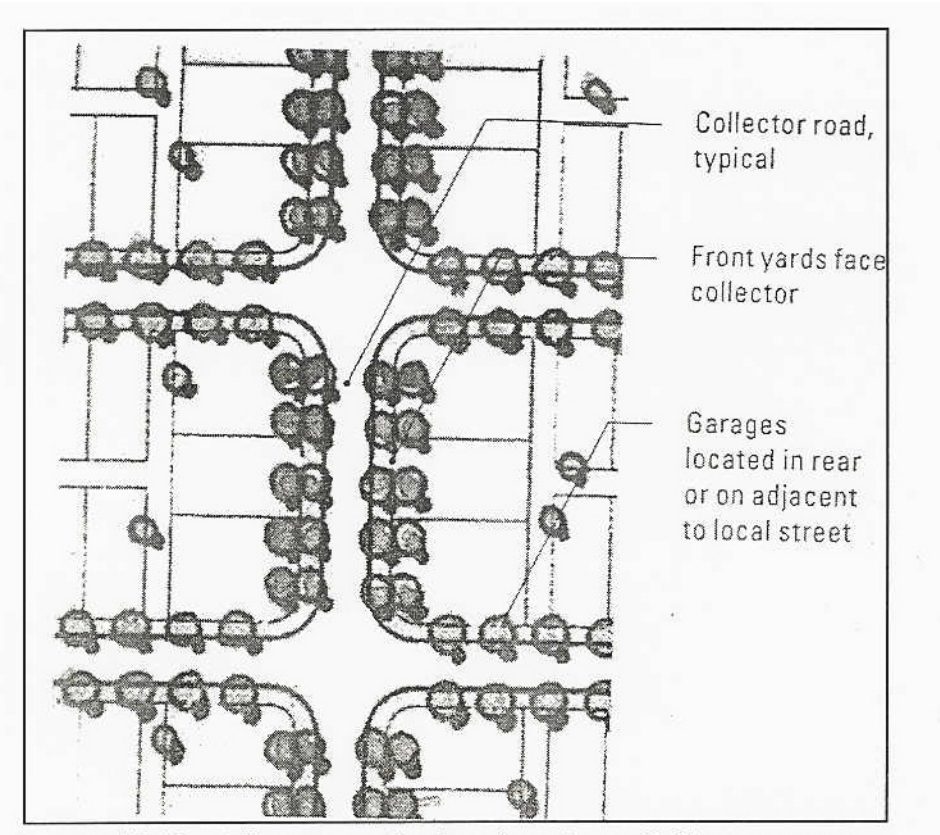


FIGURE V-12: Alley access for lots fronting a Collector street

without any loss in traffic-carrying capacity. This reduction equalizes the additional four feet required to increase alley width from 16 feet to 20 feet.

Figure V-13 shows a Minor loop street extending parallel to an Arterial street, allowing pedestrian and bicycle movement between both streets while providing heavy landscaping between the streets to quiet the visual and noise effects of Arterial traffic along the Minor street. The loop street in effect becomes a large cul-de-sac, minimizing the amount of traffic generated on the loop while allowing emergency vehicles to proceed without interruption. This figure also shows a roundabout at the intersection of the Arterial with a Collector along the left side of the figure. In this example, alleys are not shown but could be easily added if alley access to garage areas was desired.

Figure V-14 shows cul-de-sac connections with an Arterial street as an alterative to the loop connection in the previous figure. These connections allow pedestrian and bicycle interchange between streets while using heavy landscaping to quiet the visual and noise effects of Arterial street traffic on the interior residential streets.

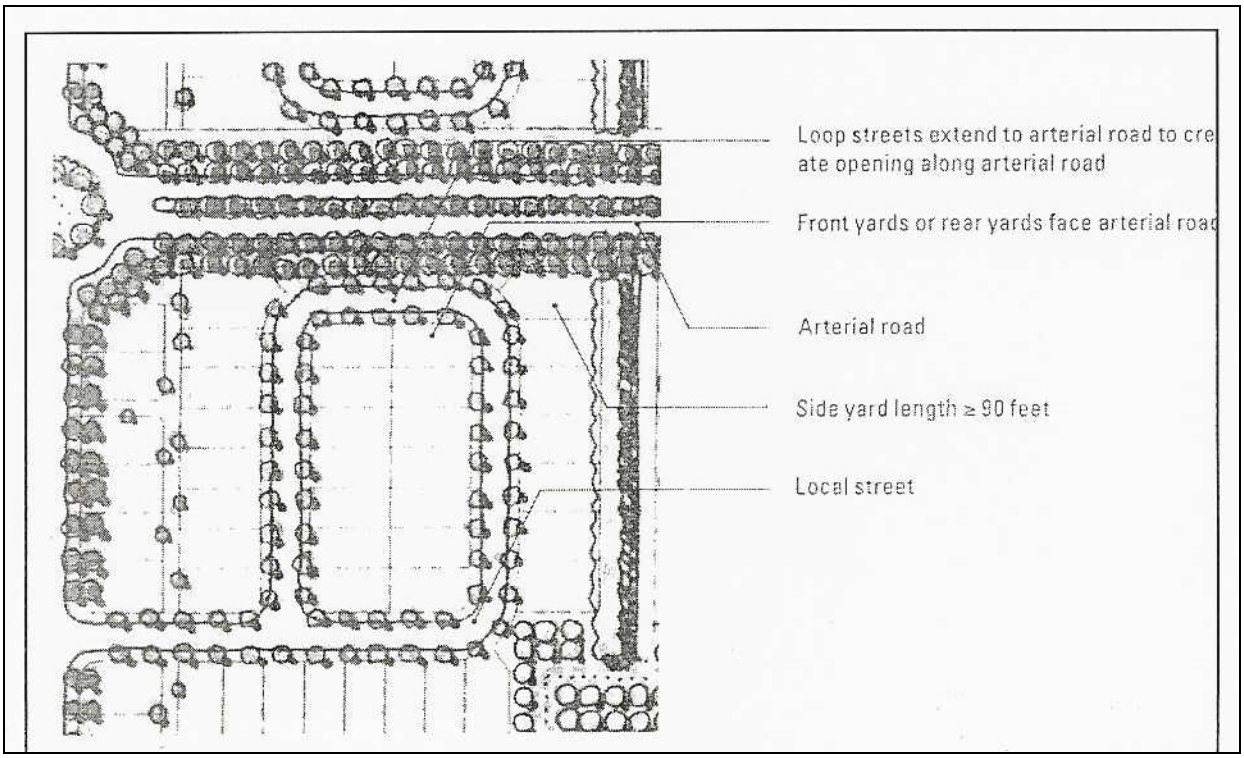


FIGURE V-13: Loop street visual/path connection with an Arterial street

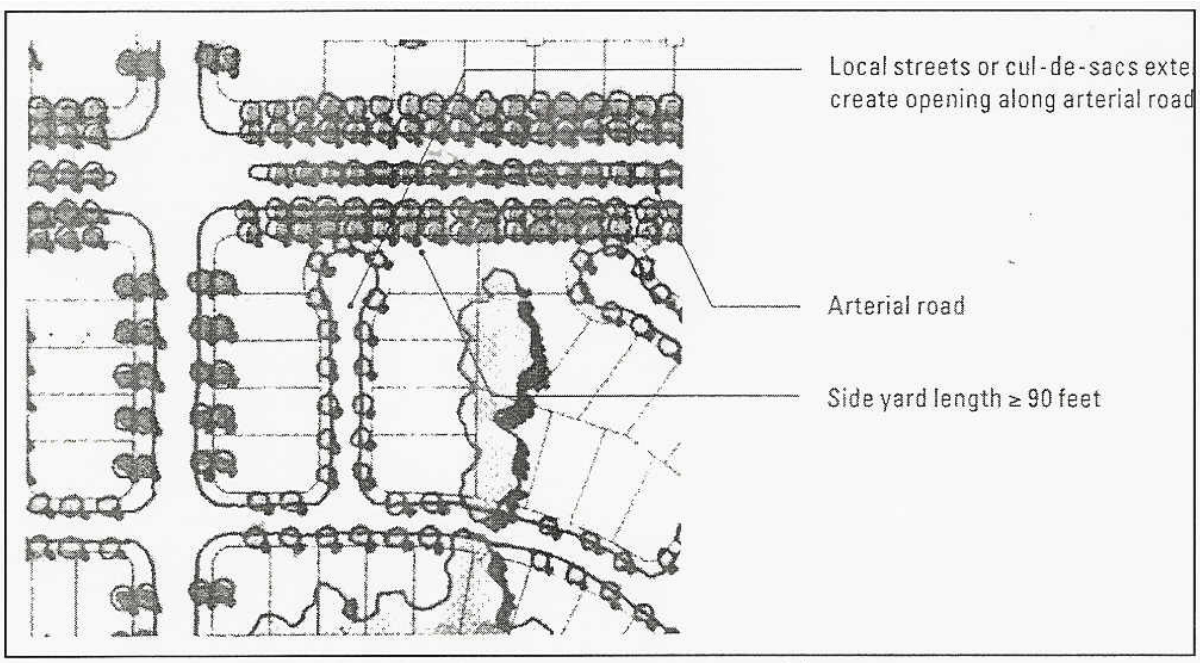


Figure V-14: Cul-de-sac visual/path connections to an Arterial street

DEVELOPMENT STANDARDS FOR MEDIUM DENSITY RESIDENTIAL AREAS

The following standards apply to Medium Density housing units within residential planned unit developments (PUDs) that are required for all Medium Density housing. Attached housing may consist of multi-plex (two, three or four units), townhouses or row houses, condominiums and apartments. Detached housing may consist of zero lot line, zipper lots or courtyard housing.

New housing types and lot configurations that do not fall within the following development standards may be considered by the Planning and Development Department and Planning Commission.

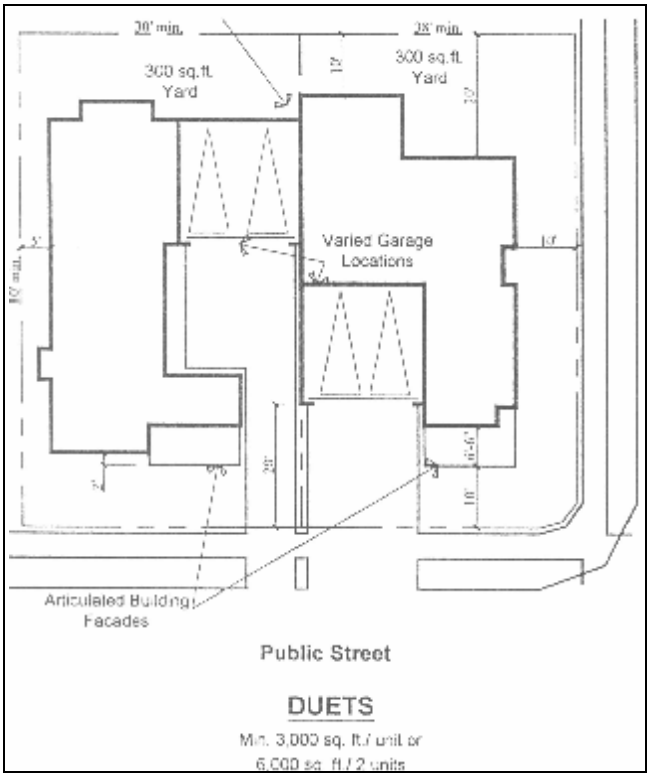


Figure V-15: Duplex housing units (Duets)

<u>Housing Product Types</u>

1. Duets (duplex units):

Duets (commonly referred to as a duplex, Figure V-15) are two attached housing units. They can be used as an affordable medium density product that shall be designed to appear as a single house as compared to two row houses. With appropriate massing and floor plan design, these units can achieve privacy and individuality for each unit. When intended for separate ownership, these units are often referred to as a "half-plex" and are sited on corner lots within otherwise single-family detached housing on conventional lots. Creative site planning and architectural design that incorporates shared driveways, side entries and alternate front, rear and side entry garages are encouraged. The minimum lot size for duets is 3,000 square feet per unit or 6,000 square feet for the pair of units.

2. Townhomes/Rowhouses:

Townhomes and rowhouses (Figure V-16) usually are groupings of five or more housing units. When three are combined they are often referred to as a triplex, while a combination of four is called a four-plex. They provide a Medium Density affordable product while maintaining open space that can be either common or private.

The individuality of each unit in a building does not have to be expressed through different architectural styles, although that approach is acceptable. Also acceptable is the "larger building" approach that expresses individual units through the articulation of

different architectural elements, even though the building may be of one particular style. However, a single repetitive elevation is prohibited. For the design of corner and end units, creative architectural massing and unit design solutions are required. The minimum lot size for townhomes and rowhouses is based on 2,500 square feet of site area per unit. For triplex and four-plex development, the minimum lot size is based on 3,000 square feet per unit.

3. Condominiums / Apartments:

These housing types provide an alternative to home ownership, and offer unique opportunities to design a "lifestyle" living arrangement that achieves higher densities while maintaining ample landscaped grounds and other amenities such as pools, clubhouses, and gyms that are not always a part of other attached for-sale communities. These complexes are typically developed as larger buildings designed to be part of a community theme. As such, a single building elevation that is repeated on the site is acceptable. Even with one building elevation, variation in building massing, plate heights and the articulation of decks, windows and entries along with special design consideration to corner units shall be incorporated. Color and landscaping play an important role in the overall impact of the building and shall be given special design consideration to compliment the architecture. The minimum site area for condominiums and apartments is one acre, based on a site area density of 2,500 square feet per unit.

4. Small Lot Single-Family

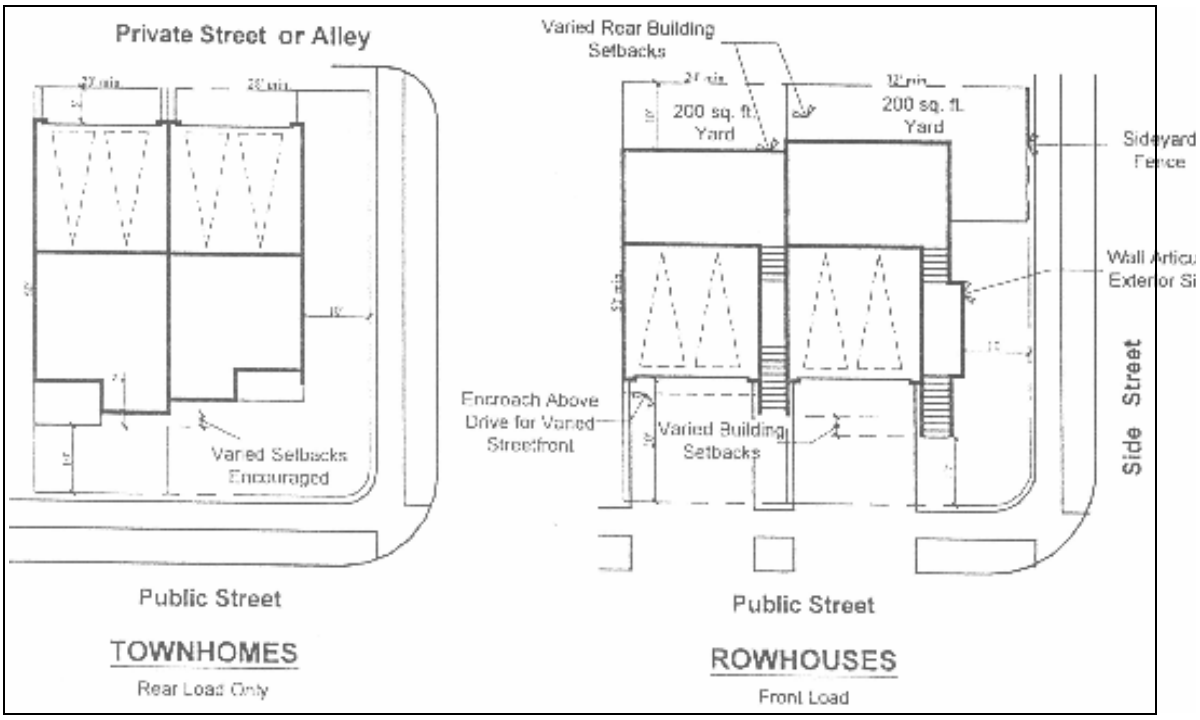


Figure V-16: Townhomes and rowhouses

Small lot detached housing has offered affordable single-family home ownership in Kingsburg for more than a decade, with densities that can achieve up to eight units per net acre. Under the General Plan, small lot single-family is designated as a Medium Density category of housing with a zoning classification of RM-5.5. Intended originally as an alternative to apartment rental for young families with limited incomes, small lot housing has been a success in Kingsburg as an alternative to apartment living. In fact, very few apartment structures involving five or more living units have been constructed in the last 15 years.

Notwithstanding their popularity, small lot single-family projects have typically failed to provide innovation in site planning and housing design for the small lot, relying instead on conventional design and site planning based on the yard requirements for the 7,000 square foot lot, thus reducing severely the amount of site area available for the private use of the occupants. For North Kingsburg, substantial variation in site planning and house design is encouraged for the small lot to make this type of housing even more affordable than it has been while greatly improving the visual and functional quality of the house, lot and block.

Three different small lot/house arrangements are shown on Figure V-17 to illustrate the potential of this housing concept to meet affordable housing needs of the community. The illustrations are based on lots as low as 4,000 square feet to make the case for the kind of innovation required to accommodate mixed housing densities.

Siting Criteria:

1. Massing and Detail

There is a potential for repetitiveness with medium density residential units. Consequently, the following guidelines shall be reflected in all submittals to create and maintain the desired streetscape:

- Articulate the building massing to minimize the “boxiness” of medium density housing types. This is applicable to the front and rear elevations as well as to street-facing side elevations of corner lot units.

- Utilize a variety of compatible styles.

- Provide a variety of both one-story and two-story elements, with one-story used wherever the site is immediately adjacent to one-story low density single-family development.

- At least 25 percent of the units must have significant one-story elements, such as porches, on the front elevations.

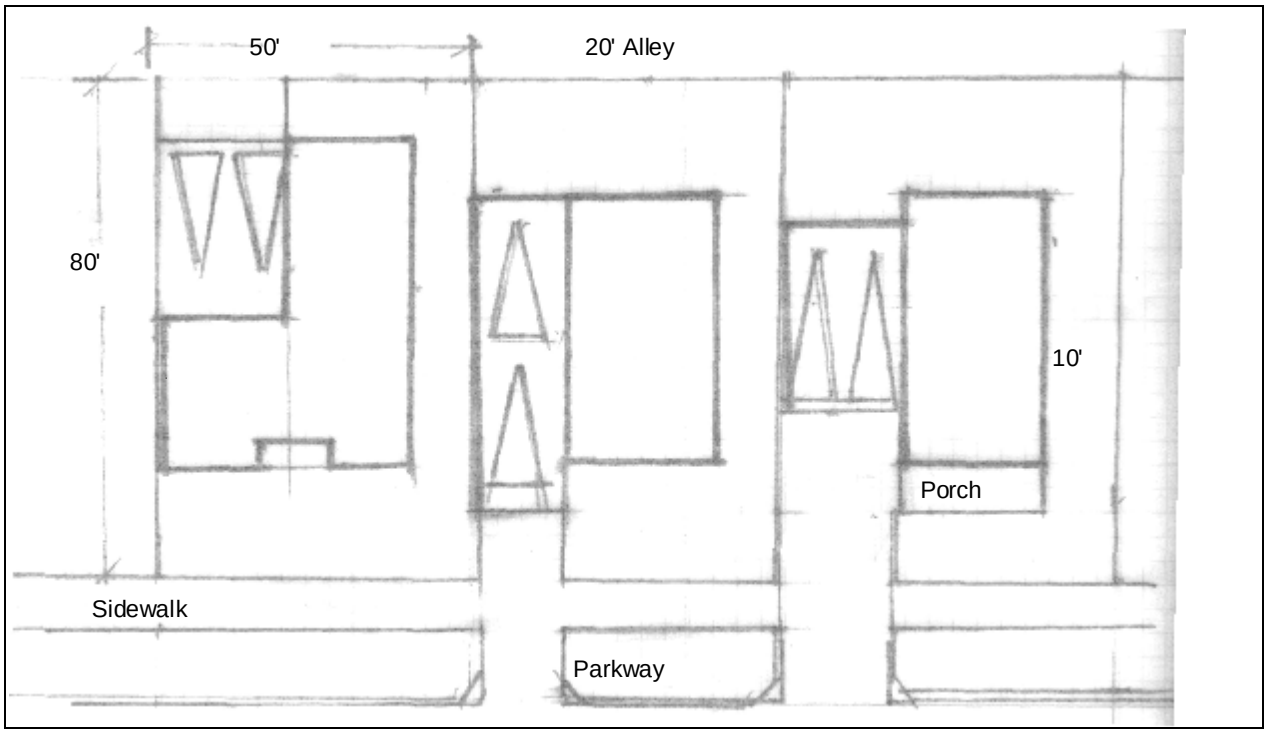


Figure V-17: Small Lot Zero Lot Line Examples

- For duets (duplexes) there shall be a minimum of three feet of offset between units at both the front and rear.

- Units backing or siding onto an arterial street shall have enhanced elevations where they are visible from the street. This shall include, but not be limited to, one or more of the following: building articulation, window treatments, and/or massing variation.

- Building materials on the front facade shall wrap to a logical termination point on the elevation adjacent to the exterior side yard of a corner lot.

2. Garages

Due to the density of this type of housing, garages shall not be permitted to dominate front elevations. Therefore, the best solutions for creating a pleasant streetscape will be those which downplay the garage face on the front elevation. In any configuration, there must be a minimum difference of four feet between living area or porch elevation and garage elevation unless the garage is flush with the living area. The following additional guidelines are applicable:

- Roll-up garage doors shall be utilized.

- Garage location options include: tandem, detached, shallow, mid-recessed, deep recessed located toward the rear of the lot, swing-ins (if feasible) and rear access from an alley.

No one garage location option with access from a street shall exceed more than 40 percent of a block and neighborhood's unit design.

- Hollywood driveways (those that permit turf or other low groundcovers to be planted within the center of driveway) are strongly encouraged on long or wide driveways.

3. Corner Lots

The garage and driveway are to be placed along the interior side yard, or accessed from the side street at the rear of the yard or from the alley. The alternative of providing side street or alley garage access provides many benefits, including allowing a more interesting front facade, and increasing the amount of landscaped area in the front yard. The lack of front yard driveways is typical of traditional neighborhood designs of the early and mid 1900s and enhances pedestrian experience and safety of a street. The relocation of the garage also permits greater flexibility and innovation in house design.

Side street garage access provides adequate parking along both the front and side streets for resident and guest parking, while alley access for inferior lots substantially increases curb parking for residents and guests. Side street driveways shall be limited to eight feet in length between garage and sidewalk to discourage residents from parking in the driveway.

4. Porches

As discussed under massing (above), porches can be used as single-story elements of the street elevation. Because of the two public faces, a wrap-around porch is encouraged for the corner lot.

- Porches and decks shall be designed to reflect the appropriate scale and detail for the architectural style of the housing unit.

- Front porch length shall be a minimum of 50 percent of the front facade width.

- Porches are to be a minimum of five feet in depth and can extend into the required front yard.

- At least two house plans must have a porch option that can be converted to a wrap-around corner treatment, if feasible.

- Where corner lots are sufficiently wide to accept wrap-around porches, at least half of the corner lots shall have wrap-around porches. (Other significant architectural elements appropriate to the architectural style of the unit may work as a substitute).

5. Porte Cocheres (covered driveway entrances)

Besides their functional attributes, Porte Cocheres are encouraged for articulating the massing and as a visual filter for deep recessed garages.

- Porte Cocheres must be less than 12 feet in height.

- A four foot minimum side yard is required.

- The minimum front yard setback for all units shall be 10 feet.

6. Windows and Doors

As with roofs, windows and doors shall vary because of the different elevation styles used. They shall reflect restraint in the numbers of types, styles and sizes. Consistency of window and door detailing on all elevations must be maintained. More specifically:

- On all elevations, openings shall be articulated with an appropriate head and sill detail as a minimum. Jamb trim can be added where appropriate.

- Shutters shall be sized and designed appropriate to house style.

- Window grids, if appropriate to the architectural style, shall be used on all street facing elevations.

- Windows may be provided in various shapes and sizes, as long as they are appropriate to the architectural style of the building.

- Dormer windows shall be architecturally correct in scale, proportion and detail with the selected architectural style.

- Bay windows shall be carried down to grade or express appropriate visual support of a cantilevered condition. The wall area of bay windows shall be detailed in a manner that is appropriate to the architectural style.

7. Materials and Colors

Within a given architectural style, the exterior shall receive a consistent use of materials and colors on all sides. Accent materials such as brick and stone used on street facing elevations shall be returned to a logical point of termination on the adjacent elevation. Natural or natural-appearing materials should be used as details to compliment the architectural style. These materials include wood, stone, brick and copper. Full metal roofs are prohibited.

8. Mechanical Equipment and Accessory Structures

Mechanical equipment shall be located in the rear yard when the side yard setback is less than seven feet. Where the side yard setback is greater than seven feet, mechanical equipment shall be located a minimum of five feet from a side property line adjoining an interior lot that contains a residential use, unless noise attenuation is provided as approved by the Building Official.

Accessory and garden structures under seven feet in height and 120 square feet of area may be located in any portion of a required rear or side yard, except in the street side yard of a corner lot, provided that proper building separations are maintained.

Planned Unit Development Procedure

The procedural requirements for the PUD process set forth in the zoning ordinance shall apply, subject to the following exceptions and separate requirements:

1. Permitted Uses and Lot Areas:

A PUD within a Medium Density residential area within North Kingsburg shall include only those uses permitted either as permitted uses or conditional uses within the zoning district in which the PUD is located, subject to the following exceptions:

a. Any combinations of uses permitted in any RM district as a permitted use, a use subject to administrative approval, or a conditional use may be included in a PUD located in an RM District, except that one-family dwellings as permitted in any R district are prohibited unless they already exist or are approved as part of the residential mix proposed by a PUD.

b. In any RM District, a PUD shall include housing for Very Low and Low Income households as determined by the Planning Commission. The lots for such housing may vary as low as 4,000 square feet and shall be located throughout the PUD so as not to be concentrated in a single area.

c. The requirements of sub-section 1.b., above, may be met by constructing multi-plex housing units involving 2-4 units on corner lots, where at least one unit and attendant garage faces a separate street or has garage access from an alley.

2. Standards

a. In any RM zoning district, the average housing density per net acre may be increased up to 15 percent above that specified by the General Plan as an incentive to provide landscaped amenities such as pedestrian corridors for the benefit of local residents. This may be accomplished by reducing site area per dwelling unit below 3,000 square feet for some units as may be necessary to off-set the housing density increase involved.

b. In any RM zoning district, an equivalent area in landscaped pedestrian corridors or other type of recreation open space may be substituted for alleys, except where alleys are required for garage access.

c. Where alleys are not provided, decorative walls or housing unit wall extensions shall be provided to completely visually screen the outdoor storage of waste disposal bins or other approved containers.

RESIDENTIAL LANDSCAPE GUIDELINES

Theme

The planning theme for the North Kingsburg Residential Village is to recreate the character of locally and regionally significant neighborhoods, with their broad shade trees, recreation areas and pedestrian-friendly street systems. Tree species have been selected for median strips, parkways, tree wells and front yard and street side yard setback areas to provide visual unity for the project, a dominant character and identity and an arboreal framework for the Village. It is the intent of these guidelines to provide flexibility and diversity in the design of landscaped areas and the street trees selected.

Landscape Designs

The landscape plans for all public sites and areas are to be designed by landscape architects licensed by the State of California, including street rights-of-way in all residential areas, and the street-facing front yards and side yards of multi-family development. Landscape plans and specifications shall reflect the guidelines of this section.

Streets

Street rights-of-way and adjacent landscaped areas and entries are the most visible and some of the most important elements of a community's character. North Kingsburg's streetscape design is intended to create and reinforce the overall structure and character of the community. Elements that are significant to accomplishing this intent are discussed below in greater detail, while other elements are discussed more generally to permit greater variety and flexibility.

The streets of North Kingsburg have been designed for the efficient use and pleasurable experience by motorists, bicyclists and pedestrians. The streetscape design will be of high quality, create visual linkages between and among neighborhoods and enhance overall community character. The hierarchy of streets is relative to their function and scale. Hence, the more heavily traveled and regionally-oriented streets (expressways, arterials and collectors) will receive a more extensive landscape treatment than those streets (minor streets and cul-de-sacs) with the lowest traffic volumes.

The streetscape theme for arterial and collector streets utilizes rows of canopy trees similar in character to the canopy trees along streets in pre-World War II residential neighborhoods of the community and shaded farmsteads of the surrounding agricultural landscape. The streetscape theme of North Kingsburg's residential streets is to recreate neighborhoods of old with large canopy trees arching over the street and sidewalks separated from curbs by turfed parkways.

TABLE V-1: Medium Density Residential Development Standards

STANDARDS	Multi-Plex (2-4 units)	Rowhouses/Town-houses/Apartments/ Condos (5+ Units)	Small Lot Single-Family Zero Lot Line
Minimum Site/Lot Area	3,000 square feet of site area per unit	2,500 square feet of site area per unit, 1 acre minimum site	Minimum 4,000 square feet of lot area
Minimum lot width & frontage	40 foot width, 40 feet of' frontage	50 foot width, 40 feet of frontage	40 foot width, 30 feet of' frontage
Minimum lot depth	120 feet typical with alley, 150 feet no alley	50 feet typical, 40 feet minimum	80 feet with alley, 100 feet with no alley
Minimum building coverage	50 percent	70 percent, 60 percent for apartments	60 percent
Minimum front yard setback	10 feet to porch, 15 feet to living unit for maximum 50 percent of units, 20 feet to front-facing garage (10 feet tandem), 8 feet to side street garage, 15 feet to 90-degree turn-in garage	10 feet to porch, 15 feet to living unit for maximum 50 percent of units, 20 feet to front-facing garage, 20 feet to side street garage, 15 feet to 90-degree turn-in garage	10 feet to porch, 15 feet to living unit, 20 feet to front-facing garage (10 feet tandem), 8 feet to side street garage, 15 feet to 90-degree turn-in garage
Minimum rear yard setback	10 feet for living units and 5 feet for each additional story, 10 feet for garage on alley, none for garden structures under 7 feet high and 120 square feet	10 feet for living units and 5 feet for each additional story, 10 feet for garage on alley, none for garden structures under 7 feet high and 120 square feet	5 feet for living units, 10 feet for garage on alley, none for garden structures under 7 feet high and 120 square feet
Minimum side yard	Detached side yard 5 feet, 10 feet for access to units, attached side yard 0 feet, street side yard 10 feet	Detached side yard 5 feet and 5 feet for each additional story, at-tached side yard 0 feet, street side yard 10 feet	None on zero lot line, 10 feet for interior side yard adjacent to neigh-boring zero lot line, street side yard 10 feet
Minimum useable private open space/balconies	300 square feet per unit with 10-foot minimum dimension	Apartments 150 square feet, all others 200 square feet with 10-foot minimum dimension	400 square feet with 10-foot minimum dimension
Distance between structures	10 feet	10 feet	10 feet, or 8 feet with 1-hour fire wall
Maximum building height	24 feet	28 feet for 2-story, 35 feet for 3-story, or 40 feet with parking under	24 feet
Off-street parking	2 spaces in garage or carport	2 spaces, 1 space in garage or carport, 1 space per senior unit	2 spaces in garage
On-street parking	1 space per unit	1 space per unit either on- or off-street	1 space per unit

These traditional shade trees were predominantly deciduous, providing shade in the summer and sunlight during the winter.

1. 10th (Academy) Avenue

10th (Academy) Avenue is an arterial street that connects with the Mountain View Avenue expressway on the north and Kingsburg's Central Business District (CBD) on the south. In time, Academy north of Mt. View will provide an expressway connection to State Routes 180 and 168, with their access into mountain communities and recreation areas of Fresno County. South of Mountain View Avenue, an intersecting diagonal expressway, designated Academy Parkway, is planned to provide a direct connection to the Kamm-Bethel Avenue interchange with Freeway 99.

In the City, 10th Avenue is developed only as a two-lane facility except where it provides access to the Albertson's shopping center at Sierra Street. Through North Kingsburg, north of Kamm Avenue, 10th will be developed as a four-lane facility without parking lanes with a landscaped center divider and landscaped pedestrian parkways on either side adjacent to ornamentally walled back-on residential areas. Connections with interior residential streets will be provided at spaced intervals with both residential street entries and exclusive pedestrian/bicycle path entries from 10th Avenue. 10th Avenue will intersect with the Academy Parkway diagonal between Caruthers and Mountain View Avenues.

The 10th Avenue cross-section will be 106 feet in width. The landscaped median will be 12 feet in width, with an inner 12-foot traffic lane and an outer 15-foot traffic lane. Pedestrian walkways five feet wide will meander within 20-foot landscaped parkways on either side of the street. Those parkways will extend to the ornamental walls that will border residential lots that will not have direct access to 10th Avenue. The tree canopies within the central divider and parkways on either side will be of a single dominant species, with an accent species provided at intersections, and cross drives through the median provided at spaced intervals between intersections. A single row of trees shall be provided in the median. Street trees shall be paired on either side of the walkways, with the tree pattern taking preference over the meander of the walkway to create a visual "rhythm" to the pattern of tree spacing.

The understory planting within the median and within the street-side parkways shall be turf (Dwarf Fescue). The understory planting between walkways and walls adjacent to back-on residential lots shall be a larger massing of shrubs and ground covers in preference over many small groupings. Where lots front on the street (see discussion below), understory planting within the 20-foot parkways shall be dwarf Fescue turf.

2. 18th (Mendocino) Avenue, Kamm Avenue and Stroud Avenue

18th (Mendocino) Avenue is an Arterial street that extends through the entire city, connecting with Freeway 99 on the south and extending beyond the Manning Avenue expressway on the north. Through North Kingsburg, 18th Avenue is planned as a four-lane facility with a landscaped median identical to 10th Avenue north of Kamm Avenue, except that five-foot-wide

bike lanes are added adjacent to the curbs on either side, providing a total cross-section of 116 feet.

Where lot frontage on arterial streets like 10th and 18th Avenues is desired, it should be provided for no less than a one-block length between intersecting streets; vehicular access shall be from the alley unless lots are at least 100 feet wide in order to accommodate circular or back-around driveways. Where alley access is provided, lot depths shall be at least 120 feet. Eight foot wide parking lanes shall be added to each side, and the 20-foot parkways would still be provided on either side between the curb and property lines. With parking lanes and bike lanes, the cross-section would increase to 132 feet.

Kamm Avenue would also be developed with a 106-foot right-of-way between Madsen Avenue and the Academy Parkway Diagonal, with landscaping similar to 10th Avenue as described above. It is recognized that a full 106-foot cross-section with 20' parkways on either side may not be possible east of the half-way point between 10th and 18th Avenues because of existing lot patterns and housing setbacks. Those parkway widths may have to be narrowed.

Because land along Stroud Avenue is almost fully developed east of 10th Avenue, and partially developed west of 10th Avenue, a 100-foot right-of-way is proposed. The paving width for the outer lane in each direction is 18 feet to accommodate truck traffic serving industries in the vicinity.

3. Academy Parkway Diagonal

This facility will also have a 106-foot right-of-way with a 12-foot landscaped median. However, the 20-foot landscaped parkway common to other arterial streets shall be developed with an 8-foot paved shoulder between the 15-foot outer lane and the curb line. The remaining 12 feet on either side shall be graded as a swale to receive drainage from the Academy Parkway and be planted in canopy shade trees and an understory of Dwarf Fescue, without sidewalks. Direct access to the Academy Parkway shall be prohibited, with vehicular access to industrial properties provided from the Caruthers Avenue on the north or from Kamm Avenue to the southwest.

4. Collector streets

Collector streets providing access into and through the interior of neighborhoods shall be two-lane facilities without medians but with eight-foot parking lanes on each side of the street within a curb-to-curb pavement width of 40 feet and a total right-of-way width of 64 feet. A 7-foot parkway will be provided between face of curb and sidewalk that shall be planted with canopy street trees and an understory of Dwarf Fescue turf. The same tree species shall be used for the length of a Collector street with accent trees at intersection corners.

5. Minor streets and cul-de-sacs

Minor streets and cul-de-sacs shall be two-lane facilities plus 8-foot parking lanes with curb-to-curb cross-sections of 36 feet, with 7-foot planting strips between faces of curb and sidewalks

and 5-foot sidewalks. A variety of canopy trees may be located along the street to be selected from the Primary List provided in the Street Tree Ordinance. Front-loaded driveway access to garages is permitted, provided that all corner lots shall have alley or street side yard access.

6. Golden State Boulevard Expressway

This 4-lane divided limited access highway provides principal access to land use within the Industrial Corridor that extends from Stroud Avenue northwesterly and parallel to the freeway and railroad to Mountain View Avenue and cities beyond. Tree and shrub planting along this "super arterial" will be in accordance with a plan prepared by the City for implementation as adjacent lands are developed.

7. Front yards and street side yards of multi-family developments

The landscape design, planting plan and irrigation plan for front yards and street side yards of multi-family developments shall be prepared as a uniform and integrated design that enhances the visual appearance of the frontages involved.

Approved Primary List of Street Trees

An approved list of street trees is provided in the City's Street Tree Ordinance. The list is intended to identify species of broad-leaf evergreens, some conifers and deciduous trees that are suitable for planting within the median, parkway, tree well and setback areas described under the Planting Guide which follows. A supplemental list intended for limited application within parkways and setbacks where accent and color are desired with some characteristics, such as profuse flowers and berries that would require too much maintenance if not limited in quantity. The supplemental list is also provided in the Street Tree Ordinance.

The Primary List of Street Trees includes species well adapted to the cold air basins of the San Joaquin Valley. These basins are collectively referred to as Zone 8 of the Climate Zones shown and described for California by the Western Garden Book published by Sunset Magazine. Zone 8 low temperatures over a 20 year period have ranged from 29 to 13 degrees Fahrenheit for short periods.

The Primary List includes many of those species that were in the City's original list published in 1977, but some have been dropped and some added based on experience with hazardous branching, shallow and invasive root growth, and various diseases of trunk, branch and leaf structure. It is unfortunate but true that many species that are well-suited to interior yard locations are not suited to use as street trees where planting areas are more confined and where the potential for environmental damage (such as vehicle exhaust) is much more prevalent.

Tree Locations

The trees listed in the Street Tree Ordinance are intended for planting in the following locations:

Parkways: Parkways lay between the curb and sidewalk along Collector and Minor streets, and between curb and property line along Arterial streets. Trees within parkways along Collector and Minor streets shall be planted within the middle of the parkway, with intervening areas planted to Dwarf Fescue turf. Trees shall be separated from the turf by 4-inch-wide by 6-inch-deep concrete curbing extending the full width of the parkway in order to provide a 7- by 7-foot turf-free zone around the tree. This will allow the tree to be irrigated separately from the turf and eliminate any competition for soil moisture and nutrients. This will further enable the tree to reach its full potential in height, spread and vigor much sooner than those trees planted directly into a lawn area.

Median Planting Strips: Median strips lay in the middle of Arterial streets. Trees within medians shall be planted in the center of the median. As with parkways, trees shall be separated from turf within the median by concrete curbing. Within a 12-foot-wide median, the dimensions of the turf-free zone established for each tree would be 6- by 6-feet, with a 3-foot-wide strip of Dwarf Fescue turf on either side.

Setbacks: Where the curb and sidewalk are integrated as around cul-de-sacs, trees shall be planted four feet from the sidewalk edge closest to the house.

Tree Wells: Tree wells are formed into sidewalks within commercial areas as part of new construction or as cutouts that are made into existing sidewalks to allow for tree planting. The preferred dimension of tree wells shall be a four-foot radius extending into the walk from the inside edge of the curb, forming a semi-circle. The tree shall be a minimum size of 15 gallons in preference to boxed specimens which tend to be root bound.

Limitations on Tree Planting Locations: Trees planted within the four areas described above shall be located not less than the following:

- Thirty feet from the edge of the curb return at any intersection where a traffic signal is or will be installed.
- Ten feet from any fire hydrant.
- Five feet from the edge of any driveway approach.
- Five feet from any point on the ground which is the surface of any trench lines for underground utilities.
- Twenty-five feet from any street light standard.
- Ten feet from any traffic signs or other similar official signage.

Tree Spacing

Tree species and type shall determine tree spacing so that the drip lines of trees at maturity will gently overlap in order to provide a continuous unbroken canopy of shade along a residential street. This practice will allow enough distance between trees to prevent them from crowding each other, which can later result in poor pruning practices that attempt to separate the canopies of crowded trees through over-pruning. This type of pruning often results in the "butchering" of specimens that can never recover from the damage inflicted on the natural form of a tree.

For the same reasons, the planting of trees in residential setbacks and in back yards that abut parkways should not take place without regard to those trees already planted within parkways or tree wells. Trees should be planted only after due consideration is given to how they will coexist with those trees already planted in the immediate vicinity.

In general, shade trees that will become medium to large in size should be planted 30 to 35 feet on center. Slight adjustments in spacing may be made to accommodate an average of two street trees per lot over the length of an entire block, but this standard should be considered before locating driveways.

Selection of Quality Nursery Stock

Many of the problems associated with the maintenance and the long-term survival of trees in the "urban forest" can be traced back to the use of substandard nursery stock. The publication entitled "Guideline Specifications for Nursery Tree Quality," compiled recently by experts in the field under the auspices of the California Division of Forestry, is the new industry standard for the production and selection of quality nursery trees. The Guideline Specifications, on file with the Kingsburg Planning and Development Department, contain principles that shall be followed during the selection of nursery stock, and will form the basis of criteria used by the City to determine if delivered nursery stock is acceptable to the City.

Soil Preparation

Soil Testing: Soil testing is an absolute requirement and pre-condition to assure proper growing conditions for trees, shrubs, groundcovers and turf. The fact that most soils of the planning area have been successfully growing wine and raisin grapes and deciduous orchard fruit for years does not necessarily bode well for the health and vigor of ornamental trees and plants. Soil testing, to be accomplished for all representative planting areas (medians, parkways, tree wells and setbacks), shall be performed under the aegis of the City of Kingsburg to assure consistent and objectively obtained results by a highly competent laboratory specializing in soil testing for ornamental plant growth. Such testing will prescribe nutrient, chemical, organic, trace mineral and other soil amendments essential to vigorous long-term growth and health of street trees and other ornamental plants.

Medians and Turf Parkways: The entire surface area of soil within a median or parkway shall be rototilled to a depth of not less than eighteen inches. After initial tilling, organic compost of a composition and rate to be determined shall be spread evenly over the previously tilled soil along with those fertilizers and other amendments found to be necessary for soil fertility by competent soil testing and analysis as described above. These amendments shall be worked into the soil with a rototiller to a depth of not less than twelve inches. A finished grade shall be established, and the area rolled with a water-filled landscape roller in order to settle the soil.

Tree Wells: All of the soil within a tree well shall be dug up and worked to a depth two inches less than the height of the root ball of the tree intended to be planted, measured from the bottom of the root ball to the top of the soil grade established at the nursery, assuming that this grade is below the root crown of the tree. Fertilizers and amendments found necessary for soil fertility as the result of proper soil testing and analysis shall be thoroughly mixed throughout the prepared soil. Under most circumstances, compost or organic mulch should not be mixed into the soil so as to prevent a "potting effect" wherein the roots of a newly planted tree fail to establish themselves outside of the tree well due to the difference in quality and composition of the soil surrounding the tree well.

Planting

If the guidelines for soil preparation are adhered to, the digging of the tree pit or hole should be relatively easy. Dig the tree hole to a depth 2 inches less than the height of the root ball, measured from the bottom of the root ball to the top of the soil grade established at the nursery (assuming that this grade is below the root crown of the tree). The width of the hole should be at least three times as wide as the root ball. The sides of the hole should be roughened with a shovel or spading fork. If the sides are smooth, it can be difficult for roots to penetrate the soil.

Carefully remove the tree from the container, leaving the root ball intact, and place it into the bottom of the prepared hole. The top of the root ball should now be about 2" above surface ground level. Orient the tree within the hole to the best visual advantage in the direction from which it will be viewed most often. While holding the trunk upright, back fill the hole with the native soil removed from the hole. Gently firm the soil around the root ball with the foot or hand while back filling to provide stability and good root-to-soil contact, taking care not to break or damage any roots in the process. Pre-irrigation of the hole is advised, letting water drain into surrounding soil at least a day or two before planting. Pre-irrigation is required from mid-spring to mid-fall.

Using excess soil from the hole, construct a 6-inch-high berm just to the outside and around the root ball of the newly planted tree. This will serve as a temporary watering basin to hold water around the tree, even assuming that a permanent irrigation system has been installed or if early watering with a hose is required. Trees should be watered as soon as possible after planting. Gently fill the basin almost to the top of the berm, and avoid any erosion of the soil within the tree hole while watering. Make sure that the basin will hold water and make repairs to the berm as necessary after initial irrigation.

Staking

A minimum of two ten-foot-long copper-impregnated lodge pole tree stakes shall be driven outside of the root ball to a minimum depth of three feet below ground level, or more if necessary to provide enough rigidity to the stakes to enable proper support of the tree. The stakes shall be placed in such a way as to not come in contact with any part of the tree in order to avoid mechanical damage to the trunk and branches.

The tree stakes shall be oriented to be in line with the prevailing wind (generally northwest-southeast), without regard to their orientation in relation to streets, sidewalks, buildings or walls. The nursery tree stake shall be removed along with all tape, twine or other material used by the nursery to tie the stake to the tree. Two non-girdling non-abrasive tree ties (Cinch Tie or equivalent) shall be used at the top of the tree stakes to hold the tree upright, allowing for flexing of the trunk in order to promote trunk caliper increase and minimize trunk and branch injury.

Mulching

Composted mulch shall be applied to the entire surface of a turf-free planting zone or a tree well to a depth of 2-3 inches, and maintained for the life of the tree. A lighter application of mulch shall be applied to the top of the root ball, with care taken not to pile mulch around the base of the trunk so as to avoid rot and insect infestations of the bark.

Maintenance of Areas Landscaped with Street Trees

The maintenance of street tree landscaping shall be the responsibility of the City of Kingsburg, with funding provided by a master landscape and lighting district for North Kingsburg. The district shall be established in such manner that it can easily annex new development as it occurs.

PART VI

COMMUNITY DESIGN STANDARDS FOR THE INDUSTRIAL CORRIDOR

THE INDUSTRIAL CORRIDOR DEVELOPMENT PLAN (ICDP)

Part VI describes the general standards and guidelines which are to govern the development of public and private properties within the area covered by the Industrial Corridor Development Plan (ICDP) with respect to the following topics:

- Site planning guidelines.
- Architectural guidelines.
- Exterior building and site maintenance.
- Landscape guidelines.
- Exterior signage guidelines.
- Streetscape design standards.

The terms "guidelines" and "standards" are used interchangeably throughout the text. It is important to note that standards are not intended to be absolute unless so stated. Flexibility is to be accorded under PUD (Planned Unit Development) provisions or MXU (Mixed Use) Zone District standards described in the Zoning Ordinance to encourage innovation in the design, development and maintenance of industrial and commercial sites.

SITE PLANNING GUIDELINES

The following Site Planning Guidelines are established in order to ensure that the Corridor is developed as a high quality business/industrial center with a park-like environment. Site Planning Guidelines cover the following topics:

- Setback requirements and buildable area.
- Off-street parking and loading areas.
- Public and private open spaces and their uses.
- Walkways and bicycle paths.
- Utilities and communication devices.

- Service areas, including off-street loading, refuse collection and trash enclosures.

- Fences and walls.

Building Setbacks and Buildable Area

The standards which follow are intended as the minimum necessary to assure continuity in parking circulation, pedestrian walkways and landscaped areas among sites.

A. SETBACKS: All building construction shall be set back a minimum of 37 feet from the curb of the Collector street or road upon which the buildings depend for access. The building setback shall be the minimum for the classification of street involved as shown under Streetscape Design Standards at the end of this Part.

B. COVERAGE: Buildable area, or coverage, shall be determined solely by maintaining the proper relationship between floor area, off-street parking and loading, and landscaped area as established by standards of this part of the ICDP.

Off-Street Parking and Off-Street Loading Areas

Off-street parking and off-street loading shall be provided in accordance with all applicable provisions of Article 13 of the Kingsburg Zoning Ordinance.

Public and Private Open Space

Public and private open space shall be developed in accordance with the design proposals submitted to and approved by the City under the Planned Unit Development or Site Plan Review procedures of the Kingsburg Zoning Ordinance. Said designs shall be prepared in conformance with the following principles:

A. Continuity and harmony in walkway design and construction among related structures.

B. Avoidance of “dead-end” outdoor corridors which cannot be observed from adjacent public walks and drives.

C. Planting of shade trees within parking lots not open to the public (for example, employee parking).

D. Installation of street furniture and amenities for the benefit of pedestrians, including shaded benches, drinking fountains, information kiosks, hooded outdoor lighting, and waste receptacles at convenient intervals.

Walkways and Bike Lanes

A. Where sidewalks are required along streets, they shall be a minimum width of 4 feet, and designed to meander within a landscape band of grass, trees and shrubs not less than 20 feet in width adjacent to the curb of a Collector or Minor street. Concrete walkways should be of integral earth-toned colored concrete, except at intersections. At intersections, a common pattern of paving stone should extend a minimum of 20 feet back along the walk from the curb at each corner. This same paving pattern should be carried in 10 foot wide bands through the street pavement where crosswalks are necessary between intersection corners.

B. Walkways within commercial and industrial sites should be of uniform width and design. Walkways connecting stores and shops in integrated commercial centers shall be not less than 8 feet in width.

C. Bike lanes are not required along the public street system, but are discretionary through commercial and industrial sites at the option of the applicant. Space for bike racks where bikes can be locked is required.

Utilities and Communication Devices

A. Undergrounding of all existing and proposed new electrical distribution, telephone and telecommunication lines is required.

B. The construction of needed underground drainage and irrigation facilities shall take place prior to major improvements to drives, parking lots and landscaped areas. All underground work shall be phased to coincide with the installation of gas, electric, telephone and other utility lines.

C. Temporary overhead power and telephone facilities are permitted during construction.

D. No antenna or device for the reception or transmission of any television or telecommunication signals shall be placed so that it is visible five (5) feet above the ground or ground floor level at a distance of 500 feet in any direction, except a common antenna or device intended for the use of all occupants of the site.

Storage, Service and Loading Areas

A. Utility service boxes, air conditioning equipment and refuse enclosures shall be placed at locations which are visually unobtrusive but convenient to maintenance workers or refuse collection vehicles and personnel. Refuse enclosures are required at locations convenient to each commercial and industrial establishment, sufficient in size and number to handle the daily flow of waste materials generated. Large compactors are recommended at appropriate intervals to reduce the frequency of refuse pick-up required.

B. All outdoor refuse containers shall be visually screened within a durable enclosure constructed to a height which will assure that the containers are not visible from public areas and neighboring properties. Such height shall not be less than a minimum of 7 feet. Deposited refuse shall not be visible from outside of the enclosure. The design of trash enclosures shall be as required by the City's Improvement Standards.

C. Within an integrated commercial or industrial center, refuse enclosures shall be of common ornamental design with finish and colors which are harmonious with the overall architectural design of the center.

D. Exterior components of plumbing, heating, air conditioning and ventilating systems (including, but not limited to, piping, stacks, tanks, collectors, fans, blowers, ductwork, vents, louvers, meters, compressors, motors, incinerators, ovens and similar exterior mechanical equipment) shall not be directly visible from a height five (5) feet above any ground or ground floor elevations at a distance closer than 500 feet to the components involved. The devices used for visual screening of exterior components shall appear as an integrated part of the overall architectural design.

E. Roof-mounted mechanical equipment shall be screened by parapet walls or an unobtrusive screening device that will appear as an integrated part of the overall architectural design.

F. Exterior mechanical equipment which will be visible from the upper floors of adjacent buildings shall be kept to a minimum, shall be installed in neat and compact arrangements, and shall be colored so as to blend with their visual backgrounds.

G. Storage, service, maintenance and loading areas must be constructed, maintained and used in accordance with the following conditions:

1) No materials, supplies or equipment, including trucks or other motor vehicles, shall be stored upon a site except inside an enclosed building or a masonry wall at a height sufficient to visually screen such materials, supplies or equipment from adjacent sites and from public roads.

2) Any outdoor storage areas shall be located upon the rear portions of sites when feasible and practical.

3) Provision shall be made on each site for necessary vehicle loading. No vehicle loading on a public road shall be permitted.

4) Loading areas shall be visually screened from other parts of the site and surrounding area to the extent feasible and practical.

Fences and Walls

A. No fences or walls exceeding 4 feet in height shall be constructed closer than 30 feet to the curb line of a fronting street.

B. No fence or wall shall be located so as to cut off the vision of vehicle traffic approaching an intersection.

C. No fence or wall shall exceed 8 feet in height unless otherwise approved by the Director of the Planning and Development Department.

D. All fences and walls shall be designed as integral parts of the overall architectural and site design. All materials shall be durable and finished in colors and textures complementary to the overall architectural design.

ARCHITECTURAL GUIDELINES

Architectural guidelines shall be those established by ordinance of the City of Kingsburg and as administered by the Architectural Design Review Committee.

STANDARDS FOR EXTERIOR BUILDING AND SITE MAINTENANCE

Proper maintenance is important to the stability of property values, patronage, pride of ownership and community self-image. Public areas may be maintained by Public Works crews or by private firms under contract with an association of tenants or property owners. It is in the best interest of the commercial and industrial operators and owners, as well as the City of Kingsburg, to be concerned with the quality and frequency of maintenance.

The standards which follow assume that a private Maintenance Association of business owners and operators would be created as a condition of tenancy. Revenues would be derived from assessments upon property owners or operators based on the extent of benefits received.

Maintenance of Exterior Building Surfaces

A schedule of maintenance work should be submitted to the City in writing. The Maintenance Association shall be responsible for performing (or contracting with others to perform) regular maintenance services, including washing, touch-up painting and minor repairs. Regular maintenance charges would be based on some rational formula that reflects the percentage of building area involved.

Maintenance of Site Areas

As with buildings, different site areas will have their own characteristics of maintenance demand depending on the location, use and materials employed. Written schedules will also be required for site maintenance, including the maintenance of walks, drives, parking areas, street furniture,

exterior utility areas, landscaped areas and open space corridors. Site maintenance shall be conducted by the Maintenance Association in a manner similar to that conducted for the maintenance of exterior surfaces.

Repair of Damage Caused by Vandalism, Accidents, Weather or Fire

In most cases, insurance will cover most if not all of the costs of damage. The City of Kingsburg shall have the responsibility for enforcing provisions of the building code, and shall act promptly to eliminate any unsafe conditions that persist due to slowness of insurance settlements.

Provision for Maintenance, Receiving, Pick-Up and Storage of Materials

Adequate areas shall be set aside and provisions made for the supply and maintenance processes required for each building or building complex. Where City cooperation may be required, as in road maintenance, assurance is needed that functions can be accommodated with the right type and amount of equipment and staffing.

INDUSTRIAL CORRIDOR LANDSCAPE GUIDELINES

Landscape character is created by architectural elements, streets and site features. Examples include open space corridors, walkways, signs, street furniture and lighting, as well as by grading and plant materials. It is the intent of the Industrial Corridor Development Plan that landscaping as a design element shall play a key factor in creating and conveying a park-like environment for customers and workers.

The ICDP Landscape Concept

As a condition of development approval by the City of Kingsburg, a Master Landscape Plan shall be prepared to organize, unify and create a distinctive landscape character for the various project sites. The timing of such plan preparation must of necessity be tied to the timing of a given development project. However, the Master Landscape Plan shall reflect and provide for three distinct zones: 1) the streetscape zone; 2) the landscape corridor zone; and 3) the interior zone.

1. The Streetscape Zone

The Streetscape Zone contributes significantly to the establishment of the primary visual image for the entire Corridor. It involves the unified landscaping of corridors within and adjacent to the rights-of-way of all streets and roads which provide access to and within the properties which comprise the Corridor. The zone consists of a public street setback area within public street rights-of-way which extend 10 to 15 feet inward from curbs, together with common "front yard" areas between the public setback area and the faces of buildings or edges of parking lots. The public setback area will include elements such as meandering walkways, plantings, irrigation, lighting, signage, mounding and project entries. This zone also includes road intersections and mid-block crosswalk areas (if needed or desired) involving elements of paving stone, lighting and accent planting.

Planting within the Streetscape Zone should reflect the functional classification of streets involved. Arterial and Collector streets will involve street trees within the public setback area and center divider (if any), with only a few species of street trees so as to achieve visual unity throughout the entire Corridor. Minor streets will have single rows of street trees of the same species. Tree planting at intersections and at crossings through center divider sections should involve a different species to help identify intersection and crossing locations. Street tree species are to be selected from the primary list in the appendix to the City's Street Tree Ordinance.

The design of entry driveways from Arterial, Collector and Minor streets will be identified and emphasized by the restrained use of graphics, subdued lighting, and low level landscaping which will not block sight distance for entry driveway or road traffic. Project identification signs will be provided at the entries to project sites as well as at other locations (see Sign Guidelines).

Where the Streetscape Zone is located along the outside boundaries of off-street parking areas, design will incorporate intervening mounds or berms so as to provide at least a partial screening of the parking area as viewed from bordering public streets. Where appropriate with respect to functions of site drainage, or where desired to effect a change in elevation as part of project development, the elevations of parking areas should be balanced by cut and fill necessary to create berms that will provide visual screening of parking areas from bordering public streets.

2. The Landscape Corridor Zone

This Landscape Corridor Zone also contributes significantly to the establishment of the visual image for the entire Corridor. It involves landscape corridors which surround and separate use areas.

Landscape corridors are located at the periphery of the Corridor, along the freeway, between major use areas, along Golden State Boulevard/Simpson Street, and along the boundaries of adjacent properties. These corridors are to be interconnected to accommodate a continuous corridor system. Width will vary depending on location and secondary functions involved. For example, the width of the corridor along the freeway must be sufficient to accommodate berms and planting capable of softening the noise effects of the freeway at such locations where noise attenuation becomes necessary.

Along property lines with parcels located outside of the Corridor, the landscape corridors may require dense planting of shrubs to visually screen utility and service areas. Along Golden State Boulevard/Simpson Street, the corridor will serve to enhance the appearance of the commercial/industrial complex while softening the effects of railroad traffic. A waiver of access shall be recorded in favor of the City for the entire length of property along Golden State Boulevard that lays between intersections or existing points

of access controlled by the County. The intermittent use of screen walls may be provided in combination with landscaping along Golden State Boulevard/Simpson Street.

Trees, shrubs, ground covers and/or lawn areas become the dominant element of landscape corridors, with only a few varieties in order to achieve continuity in the landscape frames created by interconnected corridors. Along the freeway, emphasis is to be given to the massing of shrubs selected for their tolerance with the highway environment.

3. The Interior Zone

The Interior Zone encompasses all site features extending back from the faces of buildings which front or side upon public streets, and from the edges of parking areas along public streets. This zone is subject to the needs of the individual tenant in and around the tenant's building, as well as the collective needs of multiple tenants for the landscaping of parking lots, connecting walkways, service areas and areas between buildings open to the public. This zone will allow considerably greater flexibility in the design of landscaped areas, but is intended to be maintained along with the Streetscape and Landscape Corridor Zones by an assessment district created for the entire Corridor that is capable of being expanded as Corridor development occurs. Such maintenance will include the repair of automatic irrigation systems and the maintenance of all elements of landscape furniture, fencing, sculpture, fountains and other features of interior site landscaping.

Interior property planting shall, as a minimum, include the following:

A. A minimum of 10 percent of the area within the property lines of a development site shall be devoted to landscaping. This shall include a minimum 10-foot-wide planting strip along and adjacent to all interior property lines except where adjacent properties are divided along a common building wall.

B. A minimum of 10 percent of the area devoted to off-street parking shall be landscaped, including the planting of trees at the ends of parking bays and at intervals of one tree for each five (5) parking stalls along parking bays to provide shade and softening of the visual appearance of large paved areas.

C. Walls or fences along interior property lines shall not exceed 7 feet in height except when required by the Planning Commission for the visual screening of outdoor storage areas.

D. Trees shall be a minimum 15-gallon size with selection from the list in the appendix to the Street Tree Ordinance. Shrubs to be used for visual screening shall be a minimum 5-gallon size.

Maintaining Structural Elements of the Landscape

Structural elements of the landscape will require periodic maintenance to retain aesthetic qualities. Assuming the use of durable materials such as wood, concrete, asphalt concrete paving, stucco and steel in the construction of street furniture, walkways and amenities, the maintenance of structural elements such as benches, raised planters, water fountains, trash receptacles and walkways will consist primarily of an occasional hosing down or hard sweeping.

In order to meet the need for water at convenient locations for landscape maintenance, final irrigation system design shall provide independent water lines with convenient spacing of 1 inch hose bibbs to provide the water volume and pressure needed for landscape maintenance.

Even with durable materials, climatic conditions will eventually take a toll on hard surfaces. Wood surfaces will require periodic refinishing, and stucco surfaces may require a new dash coat approximately every 10 years. Integral colored concrete and paved surfaces will require frequent washing to maintain their appearance unless surfaces are stained with oil, grease or chemicals. Solvent application may be all that is needed to eliminate such staining. In time, steam cleaning and sandblasting of concrete and other paving surfaces may be needed to restore original appearance.

Maintaining Planted Areas

With proper soil preparation, plant installation, utilization of automatic irrigation systems and mulching of planted areas (see Residential Landscape Guidelines at the end of Part V), the maintenance of planted areas will mainly consist of weeding, thinning, pruning and fertilizing.

1. **Weeding:** Weeding can be kept to a minimum by the application of appropriate pre-emergent weed killers at appropriate times during the year. Before areas are planted, residual weed seeds are best controlled by initial soil fumigation. After planting is established, pre-emergent weed killers (herbicides) are best applied in granular form and scratched into the surface prior to watering. Heavy mulching of planted areas with nitrolized pine or redwood bark will reduce the extent of casual weed growth that may occur resulting from seeds blown onto the property.

2. **Pruning and Thinning:** Selective thinning of trees will be required each year for the first three to five years to assure proper tree form. As trees achieve their basic "natural" form, selective thinning will be required at intervals of 2-3 years, depending on the characteristics of individual species. Tree and shrub pruning is an art. Lack of understanding the pruning requirements of different species of trees and shrubs can quickly change the basic and aesthetic character of plants. For example, shrubs can become woody and overgrown years before the time when replacement ordinarily would be required under proper conditions of landscape maintenance. Trees can become ugly caricatures of natural form through “stubbing” of trunks and major limbs rather than electively thinning out malformed and excessive branching.

3. **Fertilizing:** Proper fertilizing of plant materials is essential to healthy plant growth. All established plant materials will require fertilizing at least once each year, preferably in spring. Trees should be fertilized with pellets inserted into the ground at the drip line to provide controlled release throughout the growing season. Shrub and groundcover areas will require spraying with liquid fertilizers in combination with a wetting agent, or a broadcast of granules. The elimination of "yellowing" in leaves may require periodic spraying of an iron chelate in combination with a wetting agent.

4. **Level of Maintenance:** With proper soil preparation, planting, automatic irrigation, weeding, pruning and fertilizing, the extent of primary additional maintenance required will revolve around such questions as how much weeding, how much sweeping, and how much hosing down of paved surfaces and structural elements of the landscape is desired. In many cities of Europe and the United States, walks, parking areas and even streets are washed daily. Although established in Europe to protect public health, this practice has become a tradition, presenting a fresh smelling and clean looking appearance in commercial and public areas. While daily washing will not be required in the Corridor, frequent washing will be desirable because of airborne dust from highway traffic and particulate fallout from agricultural burning.

5. **Maintenance Personnel:** It is essential that the desired level of maintenance be met by personnel qualified for the job. Landscape management in commercial/industrial areas requires skilled personnel with an understanding of the contribution of each maintenance function to total maintenance objectives. Maintenance by untrained personnel can have a devastating effect on a business area. Not only is the original capital investment placed in serious jeopardy, but the visual image of the area can change so drastically as to negatively effect customer attraction.

A key tool in developing competent maintenance capability is the “Maintenance Plan”. In physical terms, the plan is an instruction manual in written and graphic form. Graphic sections show each area requiring similar treatment so that personnel can tell at a glance the type of maintenance required. Drawings are also used to illustrate proper techniques in the use of hand and mechanized equipment. Written sections describe the type of maintenance required for each of the areas shown in the graphic sections. The Maintenance Plan should reflect the appropriate commitment of personnel time, equipment and supplies necessary for the job.

GUIDELINES FOR SIGNS

The standards for on-premise signs, street signs, directional signs and traffic safety signs which follow are intended to supplement the current sign regulations of the City of Kingsburg. Where the standards of this section are in conflict with those of the City’s Zoning Ordinance, the standards of this section shall apply. The standards of this section could be superseded by more stringent regulations of a Highway Beautification Overlay Zone District ordinance if such an ordinance, promoted by the Association for the Beautification of Highway 99, is adopted by the City of Kingsburg and other jurisdictions along the State Route 99 freeway.

On-Premise Identification Signs

The following standards express the basic philosophy of sign design and placement:

A. On-premise identification signs shall be limited to wall-mounted, ground-mounted or free-standing signs.

B. Wall-mounted signs shall be designed as an integral part of the total building design.

C. Wall-mounted signs shall consist of individual letters, symbols or logos that are surface mounted. No rooftop signs shall be permitted.

D. Symbol signs can also be effective in providing information to guide visitors in unfamiliar surroundings.

E. Illuminated signs shall be internally illuminated without a halo. No illuminated signs shall be designed or constructed so as to rotate, gyrate, blink, move or appear to move in any fashion.

F. Public service devices such as clocks and temperature indicators shall be devoid of advertising.

G. The typefaces for signs in the Corridor shall be Helvetica or Arial unless other typefaces are integral to corporate identity.

H. No sign shall be attached to exterior glass unless approved by the Architectural Design Review Committee.

I. Ground-mounted signs shall be allowed only to identify a complex of two or more tenancies in one or more buildings. They shall not exceed 4 feet in height above grade.

J. Local street-oriented free-standing identification signs shall be permitted only on private property. They shall be landscaped at their base, and shall not be higher than 20 feet above grade. The bottom of a free-standing sign shall be of sufficient height to assure that the sign will not obstruct the view of pedestrians, automobiles or other vehicles at intersections of streets or internal driveways. Only one such free-standing identification sign shall be permitted for each single-occupancy building. Such signs shall be combined and placed on a single standard for multiple-occupancy buildings and sites.

K. Freeway-oriented free-standing identification signs shall be permitted only on private property. They shall be landscaped at their base, shall not be higher than 90 feet above grade and shall be located within reasonable proximity of the freeway and, if possible, away from streets serving the Corridor. Only one such free-standing identification sign shall be allowed per single occupancy. However, grouping of signs on a single standard shall be encouraged. Not only will such an arrangement allow sharing of costs, it will

limit the number of standards required for the accommodation of freeway-oriented signs and therefore avoid visual clutter of the skyline by free-standing signs.

L. The following signs shall be prohibited:

1) New outdoor advertising signs and structures, commonly referred to as billboards, pertaining to products or services not produced or provided on the premises where the sign or structure is located. Where such signs exist they will be permitted to remain until leases expire or until the signs are no longer used or fall into disrepair.

2) Red, green or amber lights or illuminated signs which are placed so that they reasonably could be expected to interfere or be confused with any official traffic control device, traffic signal or official directional sign.

3) Open letter signs that would read backwards when viewed from the reverse side.

4) Canvas, cloth, plastic, paper, or other types of banners or streamers suspended across private or public property, or from buildings and structures, except temporary banners announcing special civic events in the community.

5) Animated signs, the movement of which is simulated by variations in the intensity, color, pattern or illumination, and flashing signs, subject to the following exceptions:

a) A sign changing so as to show time and/or temperature.

b) A rotating sign that does not exceed 10 revolutions per minute.

<u>Street Signs, Directional Signs and Traffic Safety Signs</u>

Street and directional signs will be very important to visitors to the Corridor. The following standards should be utilized:

A. Letters should be of a legible and simple style of face, such as Helvetica, and larger than standard; letters should be light or white on a dark background; numbers should also be incorporated along with arrows, as required.

B. Reflective coatings which enable signs to be read at night; use of either internally- or externally-illuminated signs in heavy traffic areas.

C. Consistent use of a common support frame or standard for street markers, directional signs and traffic signs.

D. Use of a common color combination for street signs throughout the Corridor.

E. Conformity with state- and federally-adopted conventions for traffic signs and directional symbols.

F. Symbols should be used whenever they can do the job as well as lettered instruction; symbols are more attractive and economical, and do not pose a language barrier for foreign visitors.

G. Directional and traffic safety signs may share support standards with street signs as long as the legibility of either type of sign is not decreased and confusion is not introduced.

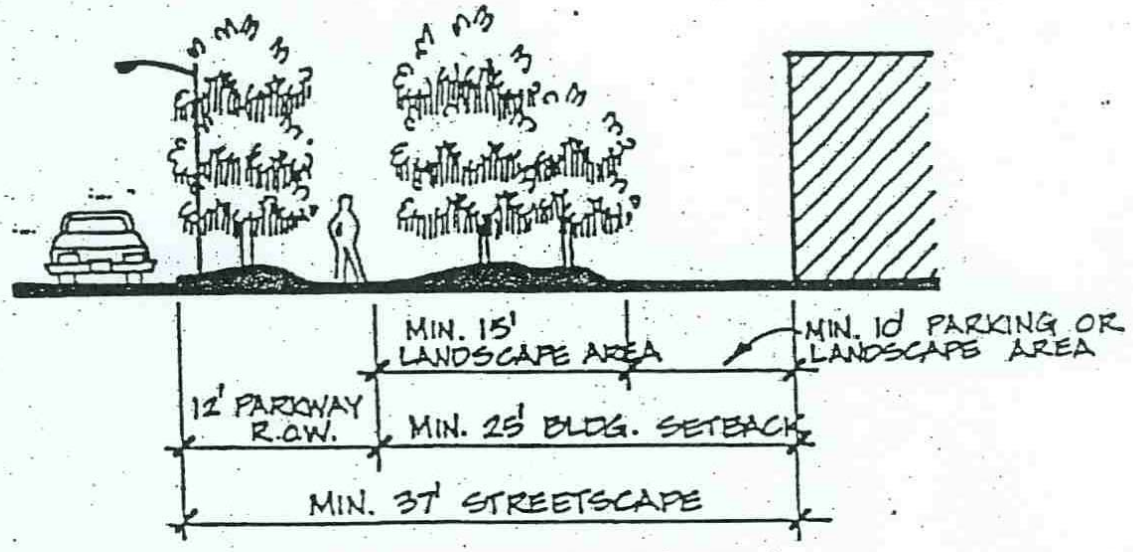
H. Signs should not be obscured by landscaping at road and driveway intersections.

FIGURE VI-1

MID-BLOCK CROSS-SECTIONS AND TYPICAL STREETSCAPE CORRIDORS

Arterial and Collector Streets

Right-of-Way Cross Section

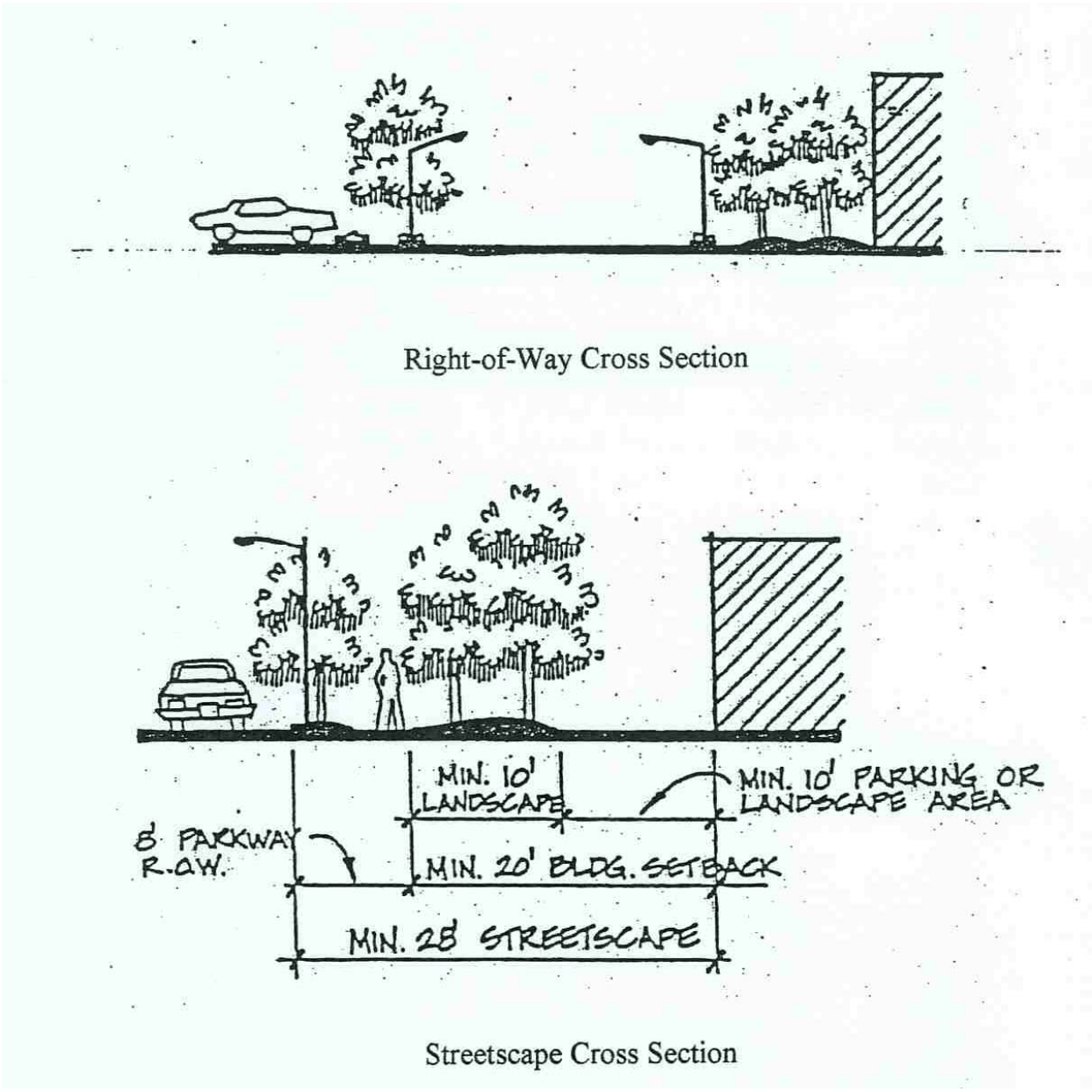


Streetscape Cross Section

FIGURE VI-2

MID-BLOCK CROSS-SECTIONS AND TYPICAL STREETSCAPE CORRIDORS

Minor Streets



PART VII

IMPLEMENTATION

INTRODUCTION

This Part covers the more important means of carrying out the North Kingsburg Specific Plan over the life of the project. Topics covered include: timing and phasing; financing mechanisms; financial plan; city approval process; amendment process; annexation programming; and appendices.

TIMING AND PHASING OF DEVELOPMENT

The phasing of residential development within North Kingsburg is based on the policy of avoiding fragmentation of the urban pattern, providing for a logical sequence of improvements to the arterial street system and to underlying utilities, and allowing for the associated gradual conversion of agricultural land to urban use. The practical application of this policy limits further residential development north of Kamm Avenue in favor of development south of Kamm where considerable acreage remains for both Low Density and Medium Density Residential use, especially within the neighborhood west of 10th Avenue. A related factor in support of this limitation on residential development north of Kamm Avenue is the acreage that is under land conservation (Williamson Act) contract.

It is desirable that at least 50 percent of the vacant acreage remaining south of Kamm Avenue as of the adoption of this Specific Plan has tentative map approval before the Planning Commission entertains further tentative map approvals for acreage north of Kamm Avenue. The City's ability to achieve this goal will depend in part on the disposition of properties in key locations south of Kamm Avenue owned by those who have not wanted to develop or annex to the City. Such "holdout" property owners could disrupt compact and concentric patterns of development.

The phasing of industrial and highway commercial development within the Golden Stage Boulevard industrial corridor is based on reinforcing the existing pattern of large-scale industry within the area bounded by Freeway 99, Mountain View Avenue and Bethel Avenue. This area includes the Sun-Maid Raisin Growers plant, Guardian Industries glass manufacturing, and Vie-Del grape processing facility. While development elsewhere in the industrial corridor is not precluded by this policy, it does suggest priority for the provision of needed utilities and road improvements.

GROWTH MANAGEMENT RELATIONSHIP TO PHASING

The new growth management strategy implemented by the City during 2004-05 uses conditions of approval for residential developments to require phasing. In most cases, only 25 allocations for single-family homes or multiple-family units may be constructed by a developer in a given calendar year. If a mixed-density project is proposed, up to 35 allocations can be received. These restrictions are outlined in a newly-approved Growth Management System ordinance,

which reinforces new General Plan policies and an amendment to the Kingsburg City Charter, Measure "N," approved by the voters on November 2, 2004.

IMPLEMENTING REGULATIONS AND ORDINANCES

The Village Development Plan in Part III of this document, the Community Design Standards in Part V, and non-renewal or cancellation of Williamson Act contracts, together with Development Agreements, are the basic documents to be adopted to implement development within the NK Specific Plan area. Other regulations or ordinances are discussed later in Part VII under the subject of "City Approval Process", and include the City's zoning, subdivision and street tree ordinances.

Development Agreements

Use of Development Agreements between the City and developers is urged for projects that are complicated by the need for considerable investment in capital facilities and utilities and the use of a variety of financing mechanisms as discussed later in this Part VII. Development Agreements benefit the City by assuring the timing, phasing and financing of needed improvements. They also benefits developers by assuring that policy commitments of the City as expressed in the General Plan, this Specific Plan or other document, or the approvals granted under the City's ordinances, will not be changed or rescinded prior to completion of projects or because of a change in philosophy among public officials.

Cancellation and Non-Renewal of Williamson Act Contracts

The considerable acreage shown as being under Williamson Act contract, and its location, could seriously impact the orderly expansion of residential development into North Kingsburg. This could occur if proper attention is not given to the need for non-renewal of contracts with the County of Fresno and, in some cases, having contracts cancelled if the conversion of that acreage to urban use becomes essential to an orderly pattern of urban expansion. The procedures for non-renewal and cancellation of Williamson Act contracts are provided in Sections 51240-51287 of the State Government Code.

The City's General Plan policies minimize the premature conversion of agricultural land to urban use and assure the physical integrity of remaining agricultural land, including land contracted under the Williamson Act. To the extent land is needed prior to expiration of a Williamson Act contract for any portion of land proposed for residential use by this Specific Plan, the City will consider phased cancellations if appropriate findings can be made and other legal requirements satisfied. This includes reaching agreement with the Local Agency Formation Commission on a phased program of annexations and cancellations consistent with the City's General Plan and this Specific Plan.

Infrastructure Administration

The provision of improvements, utilities and other infrastructure that may be the subject of a

Development Agreement shall be monitored by the City as part of the overall process of mitigation monitoring required by the Mitigation Monitoring Program adopted by the City as part of the Environmental Impact Report process associated with this Specific Plan. The basic responsibility for monitoring shall be that of the Planning and Development Director with assistance from the City Engineer. The costs of monitoring shall be the responsibility of the affected developer under terms and conditions made a part of a Development Agreement or other written agreement with the City.

FINANCING MECHANISMS

In order to ensure that North Kingsburg has adequate financing to move forward with implementation of this Specific Plan, several financing mechanisms may be required to facilitate and implement the development and operation of major utility infrastructure elements, arterial street improvements and essential community facilities. The various mechanisms that may be used include, but are not limited to, the following funding methods which are discussed below in greater detail:

1. Special taxes, such as Mello-Roos Community Facilities Districts.

2. General obligation bonds.

3. Revenue bonds.

4. Impact fees.

5. Private developer financing.

6. Financing of on-going operations and maintenance through such sources as property taxes, transient occupancy taxes, sales taxes, user fees, and special assessments resulting from the formation of lighting and landscaping districts or maintenance assessment districts.

Many of North Kingsburg's on-site master utility and street infrastructure improvements will be financed by private developer financing. It is anticipated that there will be some requirement to oversize pipelines and other facilities to serve future adjoining development. The cost of such improvements would be refunded in time under the terms of reimbursement agreements, future connection fees, Mello-Roos districts, or other mechanisms that may be included in the development agreement with the City.

1. Infrastructure Financing Districts

   An infrastructure financing district (IFD) allocates a portion of new property taxes to pay for capital improvements. It is similar to "tax increment financing" used by a redevelopment agency. Essentially, subsequent increases in tax revenues that occur as development proceeds are set aside for use of the financing district. A prerequisite for

the use of such financing is that it be utilized only within areas that are substantially undeveloped or underdeveloped. If it is desired that an IFD issue bonds, it must obtain two-thirds approval of the registered voters or property owners within the boundaries of the proposed district.

Facilities that qualify for IFD financing as set forth in Section 53305.3 of the Government Code include the following:

- Highway interchanges, overpasses, bridges, arterial streets, parking facilities, and transit facilities.
- Sewage treatment and water reclamation plants and interceptor lines.
- Water collection and treatment facilities for urban use.
- Flood control structures.
- Child care facilities.
- Libraries.
- Parks, recreational facilities and open space.
- Solid waste transfer and disposal facilities.

2. Special taxes

Special taxes, such as Mello-Roos, require two-thirds approval of the property owners or registered voters affected. Typically, they are "per parcel" taxes that must be levied uniformly on all eligible property owners or taxpayers. If approved, special taxes may be used to pay for the purchase, construction, expansion, improvement or rehabilitation of real property with a useful life of five years or more or to pay the debt source for bonds which finance the improvements listed above under Infrastructure Financing Districts.

3. General Obligation Bonds

With the passage of Proposition 46 in 1986, cities and counties were empowered with the right to issue general obligation bonds. These bonds, which are repaid with revenues from increased property taxes, may be used to finance land acquisition and capital improvements. A general obligation bond must be approved by two-thirds of the voters affected.

4. Revenue Bonds

Cities, counties and some special districts can issue bonds to finance facilities for

revenue-producing enterprises such as water improvements, sewer improvements and golf courses. The bonds are repaid solely from a special fund consisting of revenues generated by the facility being financed. The City of Kingsburg can issue revenue bonds for water system improvements and the Selma-Kingsburg-Fowler County Sanitation District (S-K-F) can issue revenue bonds for sewerage system improvements. In either case, financial feasibility analysis would be required to assure capability of repayment from the beneficiaries of the improvements.

5. Impact Fees

Impact fees may be charged for the construction of facilities which are of benefit to the affected area. Generally, such fees are collected at the time the city issues a building permit. Impact fees are allowed for a broad range of facilities, provided that a "nexus" is first established between a particular capital improvement and those who generate the need for that improvement. An example would be a school impact fee levied against new homeowners based on the projected school child population to be generated by those homeowners.

6. Third-Party Assistance

Some costs may be eligible for outside financing assistance. Examples include schools and libraries that may be partially financed by state-authorized contributions.

7. Private Developer Financing

Private developer funding typically becomes the primary means of funding on-site public improvements required within residential subdivisions. Off-site improvements may be funded by one or more of the public financing mechanisms described above.

8. Financing of On-Going Operation and Maintenance

Prior to infrastructure construction, it is important to identify financing sources for on-going maintenance and operation of various public facilities and improvements. Such up-front analysis is important to understand the long-term financial commitments required for maintenance and operation, and to assure that the costs are not disproportionately levied against residents and property owners who will not benefit directly from the improvement. An example of the former is the long-term commitments required to maintain a neighborhood park which can greatly exceed the initial costs of park development. An example of the latter is to have maintenance and operation costs spread equally among properties that do not benefit equally in the improvement or, in some cases, may not benefit at all. The underlying principle is that the costs of new development should be borne in direct proportion to the extent of benefit received.

The City intends to utilize a variety of measures to fund operation and maintenance (O&M) costs. They include, but are not limited to, the following:

a. Property taxes: The City, and some special districts, receives a portion of the 1 percent property tax paid annually by property owners within the City limits. As the NK Specific Plan area is developed over time, the incremental property tax will be used to pay for the increase in services required by the new residents and occupants of commercial and industrial property.

b. Transient occupancy taxes and sales taxes**:** The construction of hotels and motels in the highway commercial and mixed use areas of North Kingsburg will generate transient occupancy taxes that can be uses for operation and maintenance. Retail sales will generate sales taxes that can also be used for O&M costs.

c. User fees: Primarily charged by providers of utilities, user fees may be used to pay for operations and maintenance costs. Examples are the City's water and refuse collection bills and S-K-F fees that are collected along with property taxes.

d. Special Operation and Maintenance assessments: Special assessments may be charged against future residential, commercial and industrial users to pay for annual O&M costs. The most commonly-employed special assessment is one which results from formation of a Landscaping and Lighting District (Streets and Highways Code Section 22500 *et seq*.). The intent of any special assessment is that the amount charged is equal to the cost of providing the service.

Mello-Roos districts also allow special taxes to pay for the operation and maintenance of facilities built or financed with special taxes. The O&M costs paid by special taxes must be in addition to those previously paid. Moreover, special taxes cannot be used to replace general fund revenues.

PRELIMINARY FINANCING PLAN

A Preliminary Financial Plan for public facilities and services is provided below in the form of principles to be observed in selecting funding mechanisms for various public improvements and maintenance. The Financing Plan in effect presents a funding strategy to be followed over the 20-25 year period required to realize build-out of the NK Specific Plan.

The following principles shall govern the implementation of the Financial Plan unless otherwise stated in one or more Development Agreements between the City and individual developers:

Principle 1: There shall be no cost to the City's existing residents for facilities or services necessary to serve residents of new residential development within the North Kingsburg residential village. All costs associated with the provision of municipal services needed by proposed NK residential projects shall be paid for by such projects, be they on-site or off-site. An exception would be the widening and improving of existing arterial streets south of Kamm Avenue. Any costs imposed on existing residents shall be in direct proportion to the extent of benefit received.

Principle 2: Any consideration by the City of Kingsburg to use NK project revenue to fund infrastructure shall first ensure that the levels of City operated facilities and services in any NK residential project are of a quality not less than City operated facilities and services in other parts of the City.

Principle 3: The City will consider using revenue generated by any NK residential project development to help fund public improvements within the NK Specific Plan area.

Principle 4: The City will consider the use of any public financing mechanism that is deemed appropriate to help construct NK residential project public improvements.

Principle 5: The City will establish appropriate financing mechanisms to cover the cost of major municipal services. Additionally, the City may aid in securing financing for major capital improvement construction and maintenance. These mechanisms include, but are not limited to, the following:

- Establishment of Landscape and Lighting Districts and user charges for operation and maintenance purposes.

- Establishment of Assessment Districts, Benefit Districts, Community Facilities Districts, Infrastructure Financing Districts and Joint Power Agreements for capital construction

Wherever practical and feasible, such districts shall be open-ended so as to expand their boundaries to include the development of adjacent properties.

Principle 6: The City may enter into a Joint Power Agreement with the County, State, a local school district or any other appropriate governmental agency that will facilitate the financing of necessary public improvements.

Principle 7: The City agrees to establish reimbursement agreements in the event that a given development project pays for public improvements in excess of that which is needed by that development project. Where the over-sizing costs involves water, sewer or drainage facilities, the City may establish minimum standards below which reimbursement will not be allowed.

Principle 8: The City shall consider implementing per-unit fees to accommodate financing public improvements or the reimbursement of costs fronted by a single developer.

Principle 9: The City and the developer(s) will actively pursue outside funding for regional public improvements that will benefit North Kingsburg projects.

Prior to approval of final development plans by the City for any phase of North Kingsburg development, a detailed financing plan shall be prepared for the area to be developed. The detailed plan will identify appropriate funding mechanisms for specific capital improvements

and maintenance. After specific improvements to be financed have been approved by the City, the City, developer and any other involved public entity will mutually determine the appropriate public funding mechanisms to be used for the specified improvements.

As a guide to the City and the development community, the following policies shall govern the financing of specific improvements through the collection of Urban Growth Management (UGM) Fees:

Urban Growth Management Fees shall be imposed on each new residential unit, each type of private non-residential land use, and each new acre of developed commercial and industrial use within the North Kingsburg planning area. Such fees may be established by resolution of the City Council and amended at the beginning of each new fiscal year based on cost estimates developed by the City Engineer and City Manager. UGM Fees should be based on the following:

1. Acquisition of right-of-way for the Academy Parkway diagonal expressway and the other new arterial street alignments called for in the Specific Plan.

2. Dedication and widening of North Kingsburg arterial streets, including 10th, 18th, Kamm, Stroud and Bethel Avenues, to the standards called for by this Specific Plan that exceed the standards for a Collector street. The responsibility for right-of-way dedication and construction to the standards of a Collector street rests with the developers of adjacent land.

3. Provision of landscaped pedestrian corridors or trails in conjunction with those arterial streets.

4. Provision of drainage swales in conjunction with the dedication and improvement of landscaped pedestrian and recreation corridors or trails at locations separated from the street system.

5. Provision of police and fire facilities to serve the North Kingsburg planning area.

CITY APPROVAL PROCESS

General

The City of Kingsburg's Planning and Development Department will be the lead agency in reviewing and approving all development projects proposed in accordance with the North Kingsburg Specific Plan. The different review processes required for approving new development balance the need to protect the public interest with streamlining the review and approval process for developers and contractors. Streamlining is the key to the success of orderly development that is consistent with the Specific Plan, General Plan and other applicable land use laws, policies and regulations. Streamlining also eliminates redundancy and simplifies the review process. Once final approval is obtained, developers or contractors have assurance

that they may develop their project without the need for further reviews or permits by the City of Kingsburg.

Review Processes Required

Except as otherwise set forth in this Specific Plan, the procedures for the filing of applications for various types of development permits shall be those as set forth in the City's zoning and subdivision ordinances, street tree ordinance and architectural review guidelines. The standards of development set forth in this Specific Plan shall take precedence over any comparable standards set forth in the zoning and subdivision ordinances.

The level and type of review will depend on the specific land uses, building types and impacts on the surrounding environment. The EIR prepared for the Specific Plan will minimize and, in some cases, eliminate further environmental review for specific residential projects within the NK planning area.

Upon submission to, and acceptance by, the City of any application for a planning approval, the City shall promptly commence and complete all steps necessary to act on the application. To this end, the applicant shall provide to the City all data, drawings and information that is reasonably requested by the City and reasonably necessary to assist the City in its consideration of the application. The City shall not accept any application for development that is inconsistent with the General Plan or NK Specific Plan, or which fails to provide the City with all of the information required by State law and local ordinance.

In any development agreement the City may commit to developing and implementing fast-track development procedures, including those for design review, building inspection and permitting processes, to the end that design and construction in the Specific Plan area may proceed expeditiously and not be subject to undue delays or costs.

The City may employ contract personnel at the applicant's expense to process and review applications, to perform plan checking, inspection of public improvements, engineering services, planning and environmental review, building inspection and other similar services.

Plan Amendments

From time to time, an applicant may request amendment to the General Plan and/or Specific Plan to respond to changing circumstances and conditions. Unless otherwise specified in a development agreement, specific plans shall be prepared, adopted and amended in the same manner as general plans in accordance with California Government Code Sections 65453 to 65454, except that specific plans may be adopted by resolution or by ordinance. This Specific Plan may be amended as necessary only in the same manner it was adopted by resolution. Any such amendment shall not require a concurrent General Plan amendment unless it is determined by the City's Planning and Development Director that the proposed amendment would substantially affect the goals, objectives, policies or proposals of the General Plan. No

amendment to this Specific Plan shall be necessary to permit development within any of the land use areas described in Part III.

Unless otherwise specified in a development agreement, the City is under no obligation to approve any such application, and may, in the exercise of its legislative discretion, approve, deny, condition or otherwise require modifications in any application by an applicant for an amendment to the General Plan or this Specific Plan.

Zoning

All residential development shall be approved under the Planned Unit Development (PUD) procedures of the Zoning Ordinance and the applicable standards of this Specific Plan. Upon its adoption of this Specific Plan, the City shall pre-zone all lands covered by the Plan consistent with the Plan. Pre-zoning is also a requirement of the annexation process.

Subdivision Approval Process

Subdivisions shall be approved in accordance with Master Tentative Maps and Tentative Maps. The Master Tentative Map is intended to be filed for contiguous parcels for further subdivision at a later date. The Master Tentative Map shall show all design features that are illustrated on the Village Development Plan included with this document. The purpose of the Master Tentative Map is to allow owners of contiguous property to cooperate in preparing the "master plan" for all of their property even though they may sell or develop their acreage at different times in the future. This process will be particularly valuable in setting aside lands intended for non-residential use as part of the development of an entire neighborhood such as church, park and school sites.

The Tentative Subdivision Map process is that required by the Subdivision Map Act, the City's Subdivision Ordinance and all of the applicable design standards and policies of this Specific Plan. For lands north of Kamm Avenue, the Tentative Subdivision Map shall be based on a Master Tentative Map as described above covering at least 80 acres that are not divided by an arterial street, including the parcel proposed for subdivision. Failure of adjacent land owners to cooperate in financing the preparation of a Master Tentative Map shall not relieve the subdivider of the responsibility for preparing a Master Tentative Map as a basis for the design proposals of his or her Tentative Subdivision Map. The City shall not approve a Tentative Subdivision Map that is not based upon a Master Tentative Map approved by the Planning Commission.

An application for a Tentative Subdivision Map may be processed concurrently with a proposed Master Tentative Map.

Final Subdivision Map

A Final Subdivision Map prepared in accordance with the Subdivision Map Act, the City's

Subdivision and Zoning Ordinances and this Specific Plan may be filed for individual phases of development as approved by the Planning Commission in its approval of the Tentative Subdivision Map.

Parcel Maps

A parcel map may be submitted for an area that has not been made a part of a Master Tentative Map, provided that the area covered by the parcel map is not greater than two acres.

Site Plans for Multi-Family Projects

Site plans for multi-family projects will be processed under Planned Unit Development procedures of the Zoning Ordinance rather than under Site Plan Review procedures.

Site Plan Review for Non-Residential Uses

All non-residential uses proposed in accordance with the Specific Plan shall be processed under Site Plan Review procedures of the zoning ordinance; provided, however, that industrial and business park development may be submitted under Planned Unit Development procedures at the discretion of the applicant.

A site plan application for non-residential use may be submitted where such use is encouraged by the Specific Plan and for which there is an approved Master Tentative Map. If the application is for an area that is not covered by an existing Master Tentative Map, the application shall include site and building plans, elevations and sections that depict all architectural and landscape architectural elements of the proposed project.

Administration of the Street Tree Ordinance

Street trees shall be provided for all developments, regardless of type of use, in accordance with provisions of the City's Street Tree Ordinance, adopted separately from this Specific Plan. Street trees shall be selected from the lists in the Street Tree Ordinance and shall be based on an overall street tree plan prepared by a Landscape Architect licensed by the State of California.

Street trees shall be planted and maintained in accordance with the planting guidelines of Part V and VI of this document. Street trees shall not be removed except as provided in the Street Tree Ordinance.

ANNEXATION PROGRAMMING

Annexation procedures to be followed are those established by the Fresno County Local Agency Formation Commission (LAFCo) and State law. Annexations shall be programmed so as to permit the orderly urban expansion of the City. The environmental documentation required in support of annexation proposals shall be that certified by the City for the North Kingsburg Specific Plan. Further environmental documentation may not be required unless potential

adverse environmental impacts of a proposed project (annexation) have not previously been adequately evaluated as required by the California Environmental Quality Act (CEQA).

RELATIONSHIP OF PLAN TO SUBSEQUENT DISCRETIONARY PROJECTS

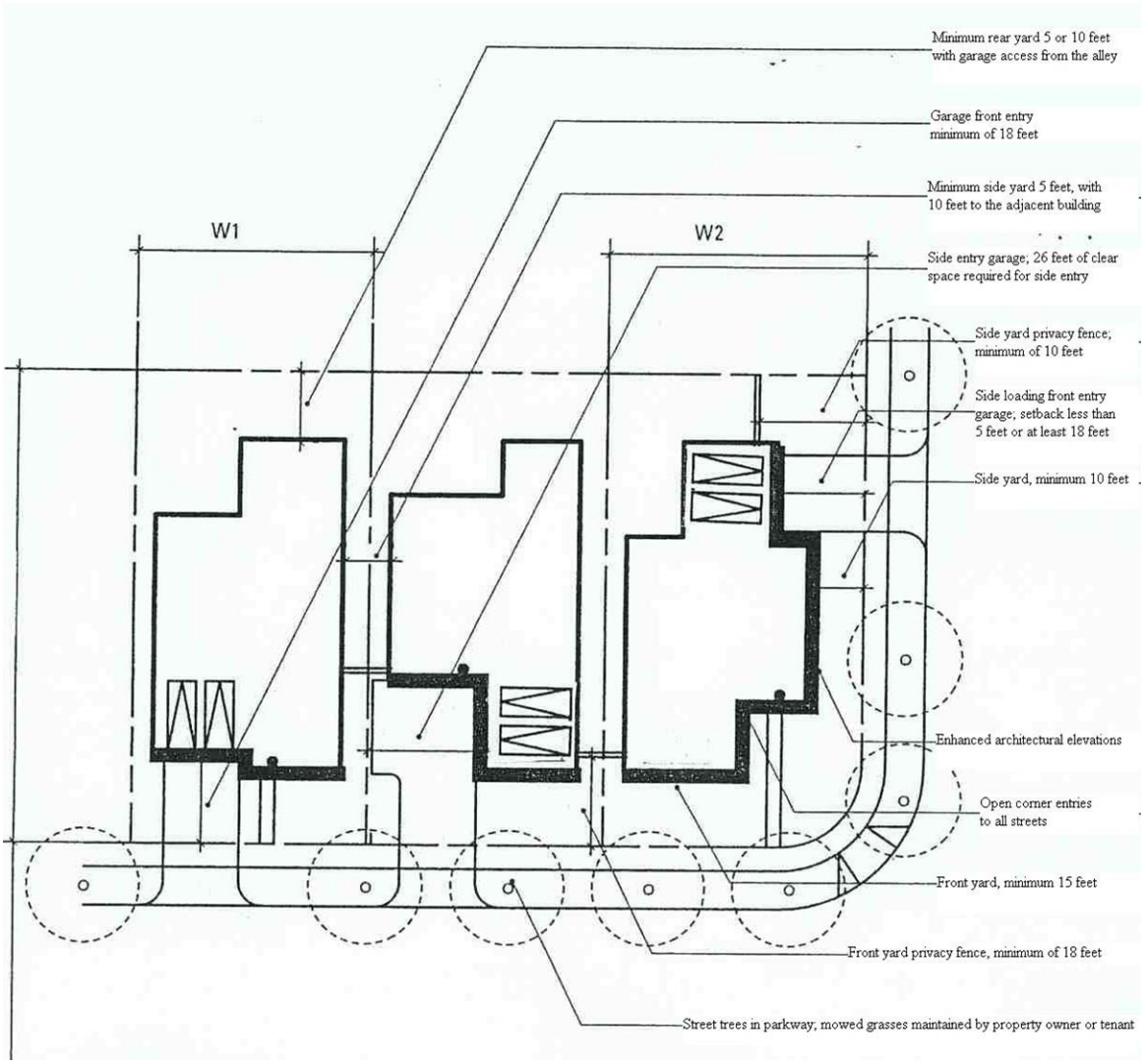
A variety of discretionary permits require consistency with the General Plan and Specific Plan, including subdivision review, parcel map review, Planned Unit Development permits, and Conditional Use Permits. Conditional Use Permits are used in situations where more discretion is needed to determine the impacts of a proposed conditional use listed by regulations of zoning districts provided in the Zoning Ordinance. In all cases, such discretionary permits are subject to the public hearing process, and findings required by ordinance must be made by the Planning Commission in order to approve such permits.

C.E.Q.A. COMPLIANCE AND SPECIFIC PLAN ENFORCEMENT

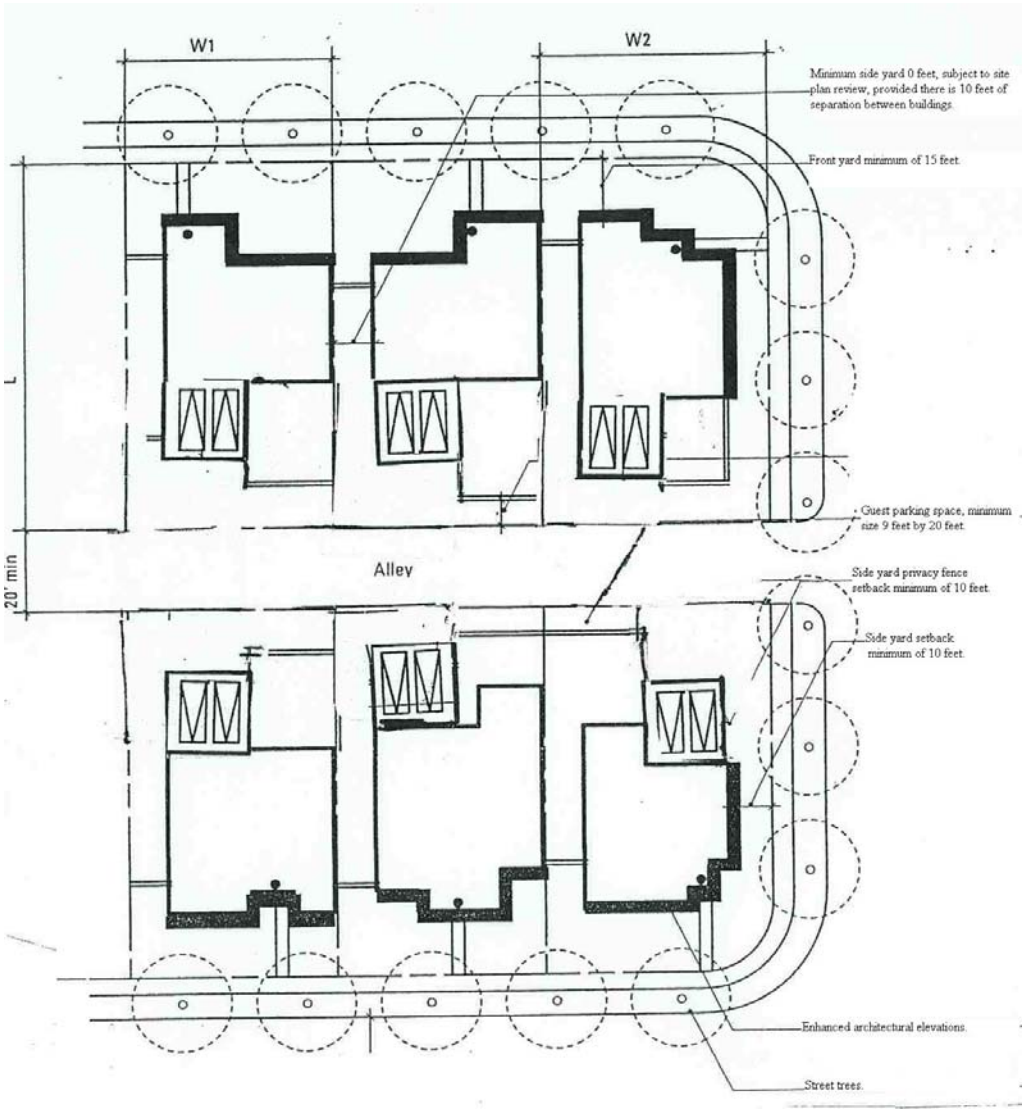
The City shall attempt to streamline the environmental review of applications under CEQA including relying on any existing environmental impact report to the extent permitted by law

Any violation of the requirements of the Specific Plan as adopted by the City Council shall be enforced in the same manner as a violation of the City's Zoning Ordinance.

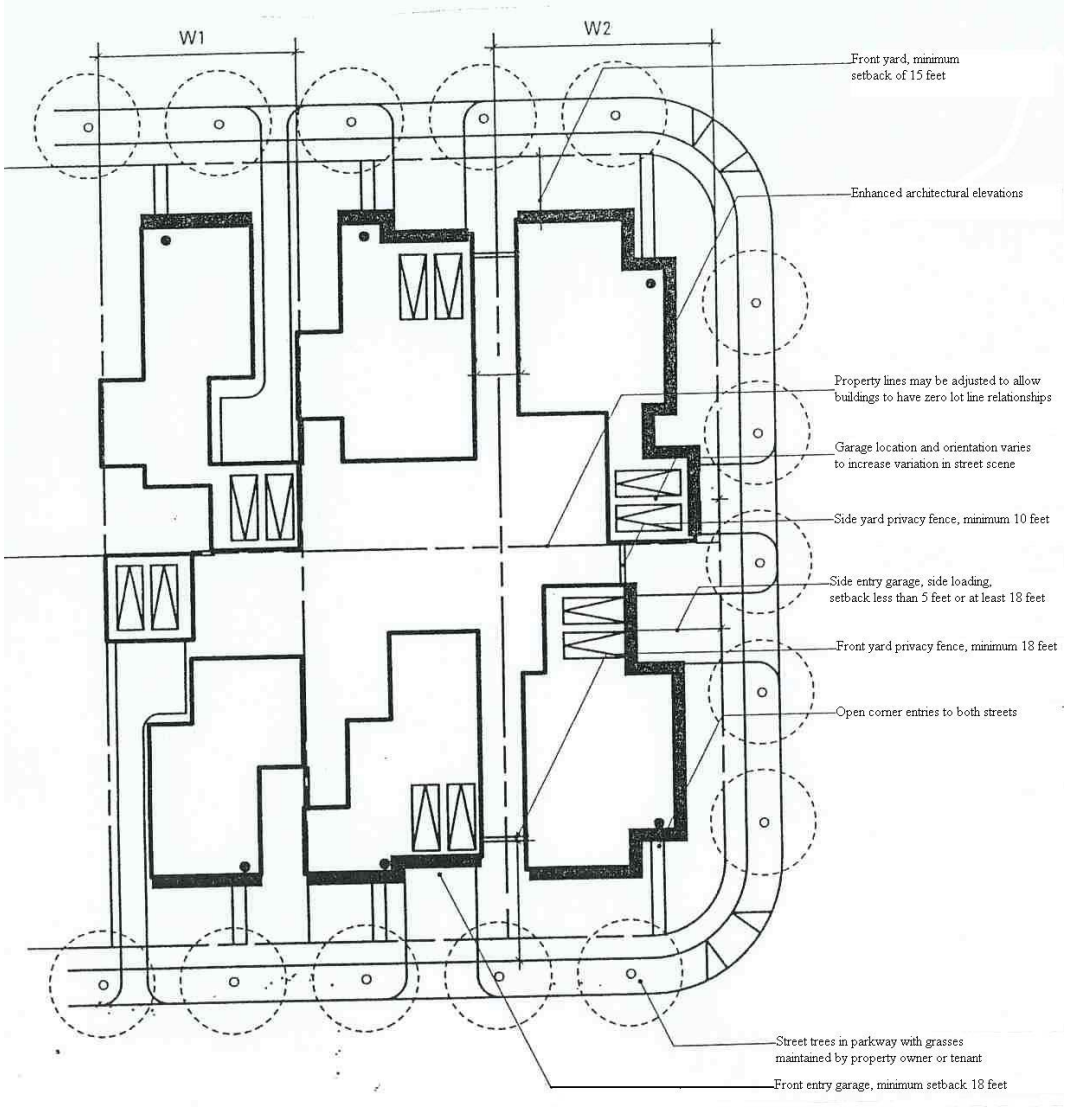
APPENDIX A, FIGURE A-1: Single-Family Detached Housing, Front and Side Loaded



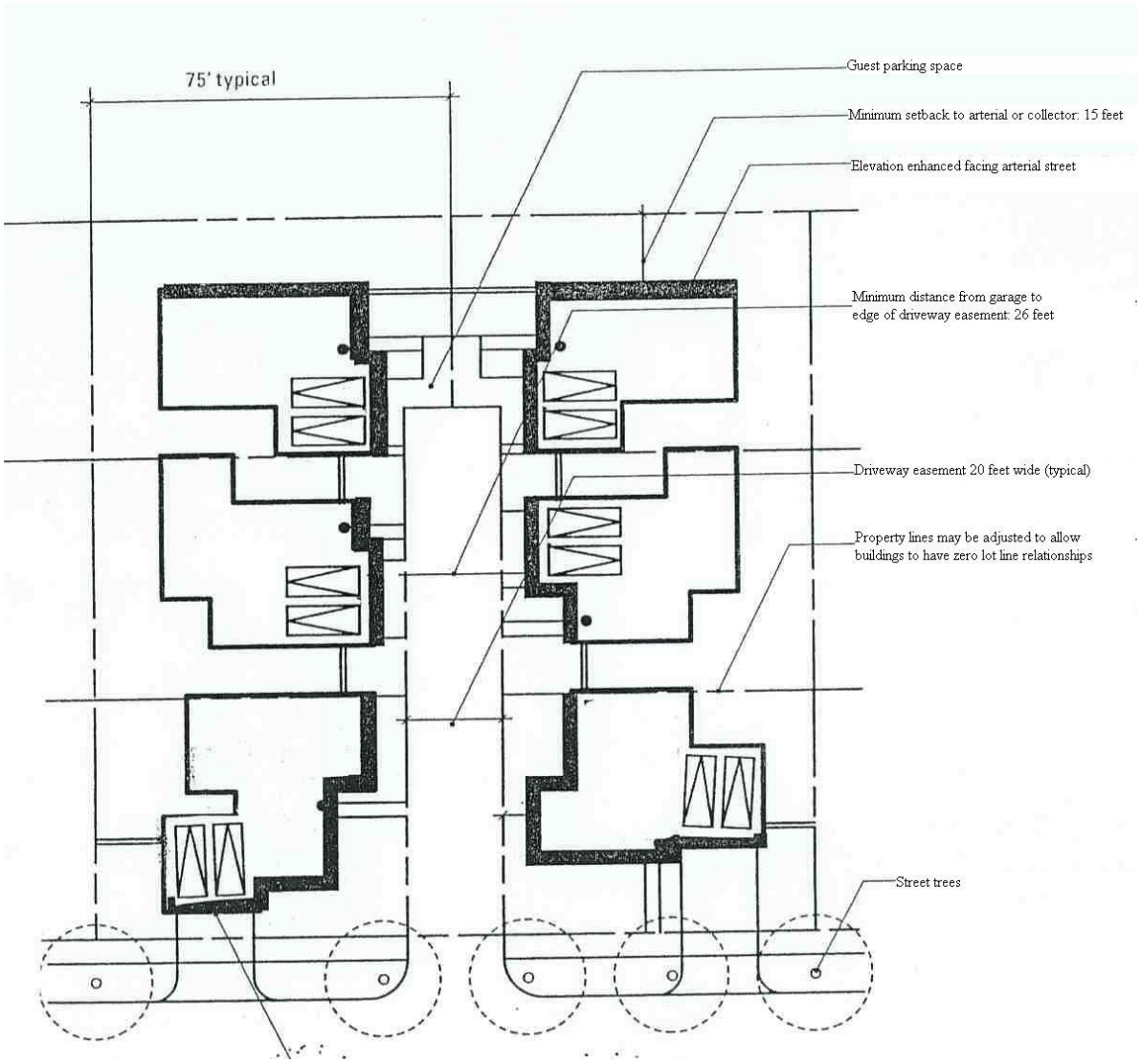
APPENDIX A, FIGURE A-2: Single-Family Detached Housing with Alley, Rear Loaded



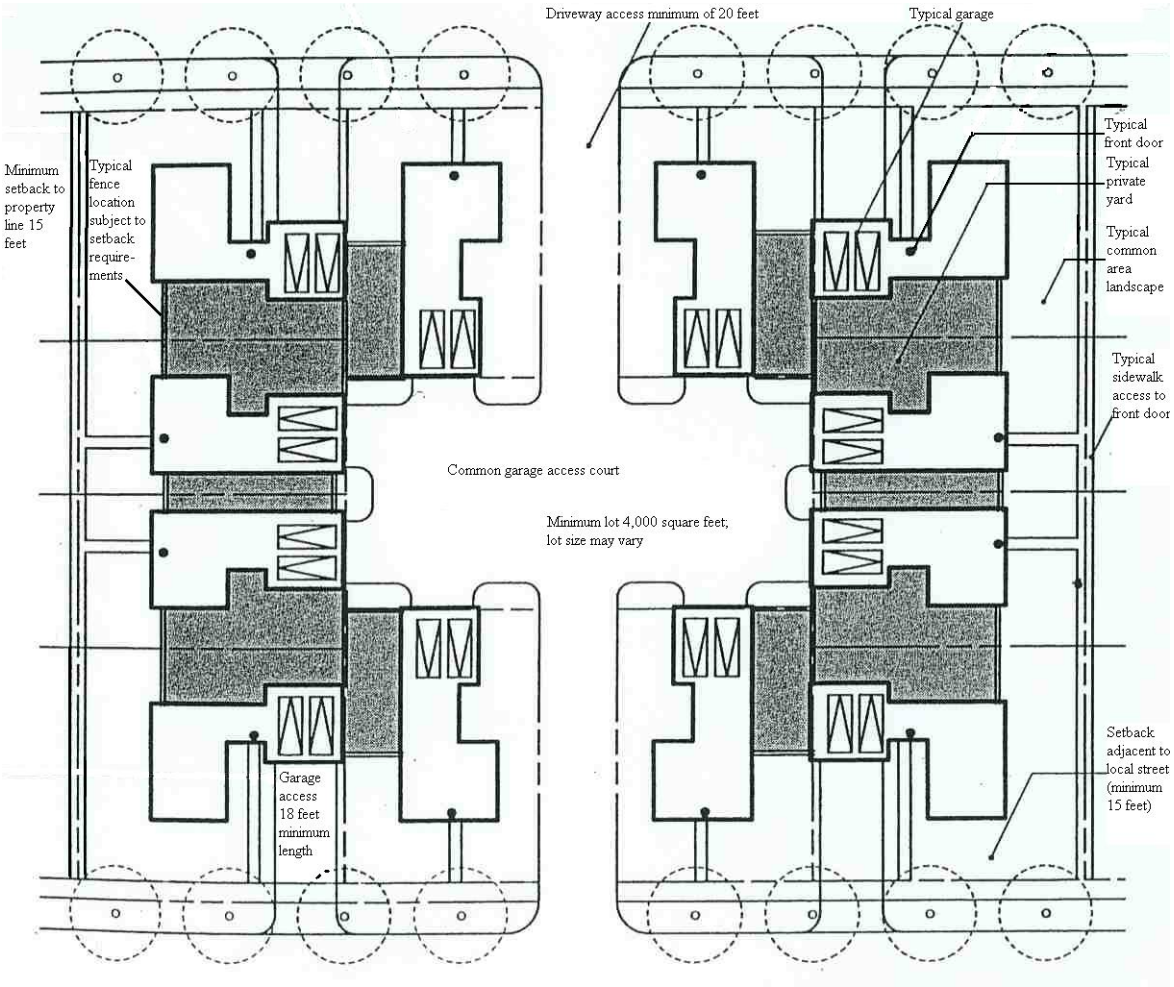
APPENDIX A, FIGURE A-3: Single-Family Detached Housing, Zero Lot Line



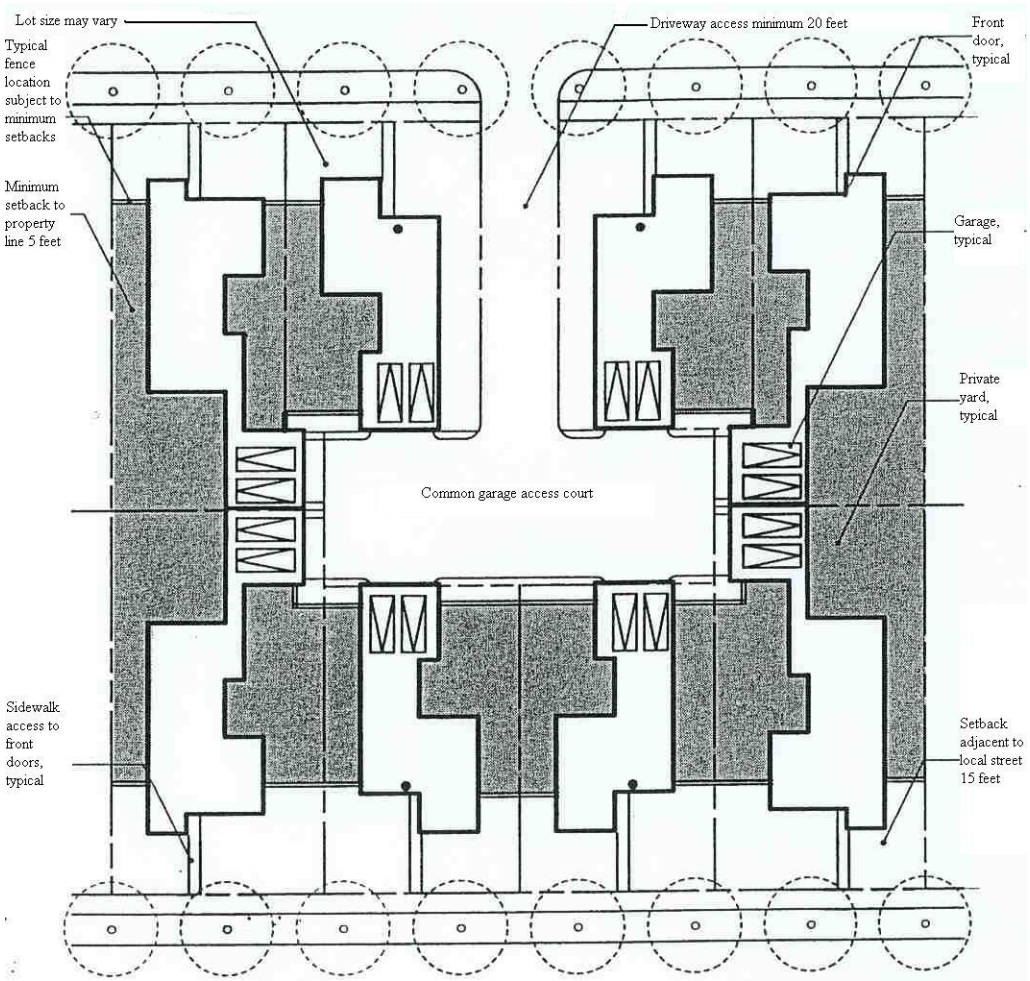
APPENDIX A, FIGURE A-4: Single-Family Detached Housing
with a Common Driveway, Stub Loaded



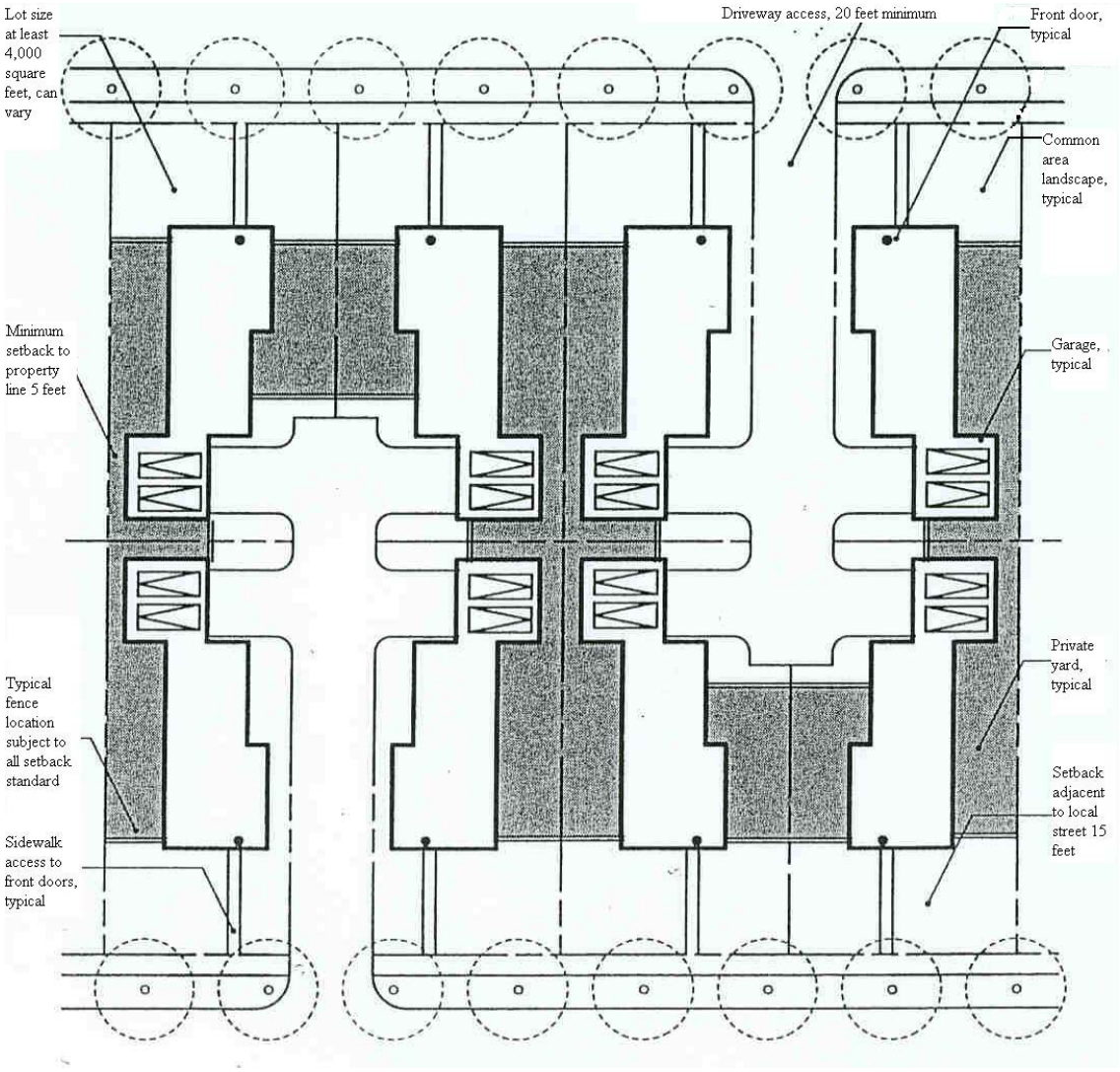
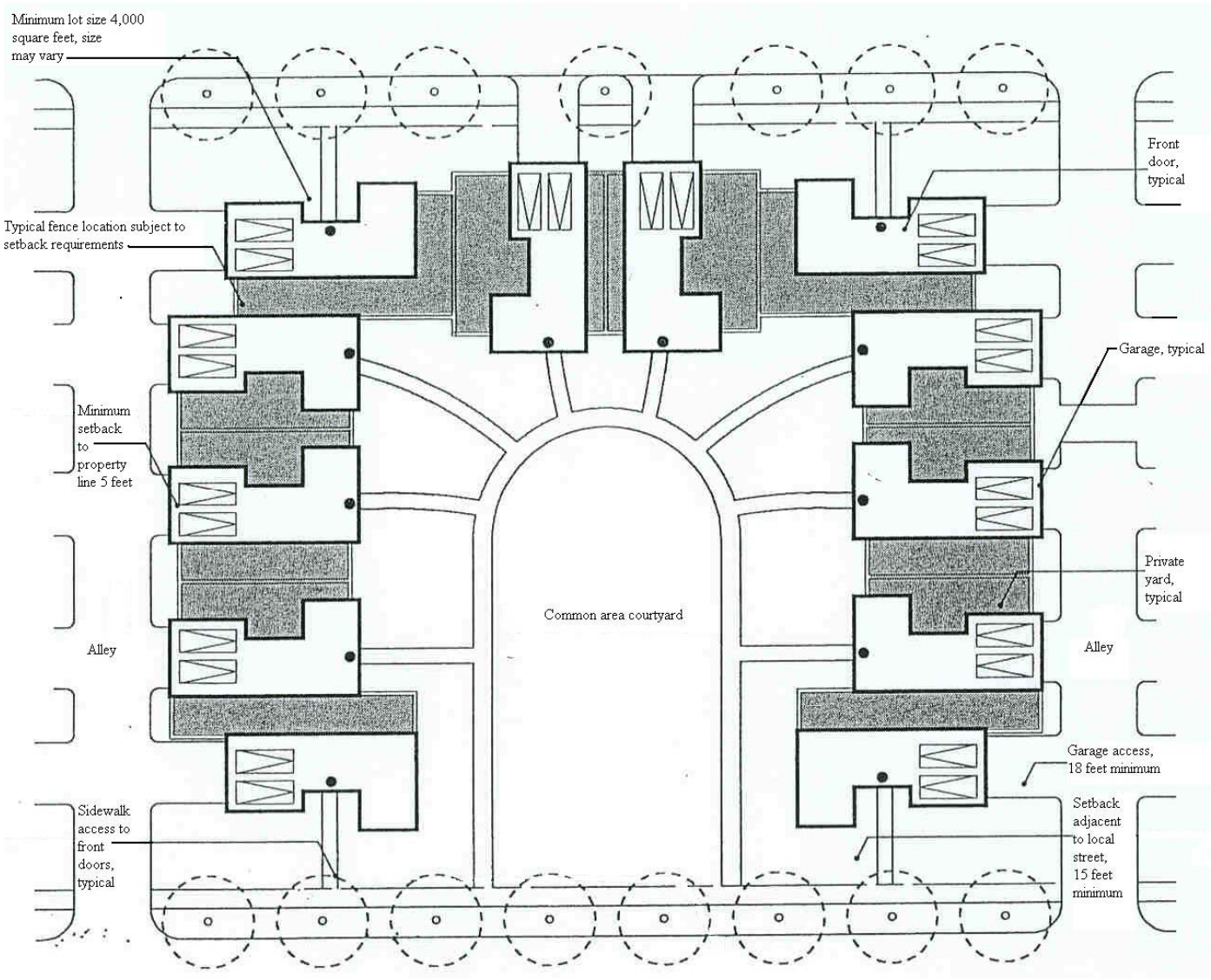
APPENDIX A, FIGURE A-5: Single-Family Alternative Lot Design Number 1



APPENDIX A, FIGURE A-6: Single-Family Alternative Lot Design Number 2



APPENDIX A, FIGURE A-7: Single-Family Alternative Lot Design Number 3



APPENDIX A, FIGURE A-8: Single-Family Alternative Lot Design Number 4