

CITY OF KERMAN
MIXED USE DEVELOPMENT CONCEPTUAL DESIGNS
SUMMARY MEMO

June 24, 2024

Prepared by:
Precision Civil Engineering

TABLE OF CONTENTS

1	EXECUTIVE SUMMARY	4
1.1	Document Format	4
2	INTRODUCTION	5
2.1	Mixed Use Development Sites	7
3	MIXED USE SITE 1	9
3.1	Project Context Evaluation.....	9
3.1.1	Existing Site Conditions.....	9
3.1.2	Street Frontage Evaluation	9
3.1.3	Existing Infrastructure and Amenities	9
3.1.4	Regulatory Settings.....	10
3.2	Design and Sustainability	13
3.3	Public Safety and Traffic.....	13
3.3.1	Caltrans	13
3.3.2	North Central Fire Protection District (NCFPD)	14
3.3.3	Kerman Planning Department	14
3.3.4	Kerman Engineering Department.....	14
3.3.5	Kerman Police Department	14
4	MIXED USE SITE 2	15
4.1	Project Context Evaluation.....	15
4.1.1	Existing Site Conditions.....	15
4.1.2	Street Frontage Evaluation	15
4.1.3	Existing Infrastructure and Amenities	15
4.1.4	Regulatory Settings.....	16
4.2	Design and Sustainability	19
4.3	Public Safety and Traffic.....	19
4.3.1	Caltrans	19
4.3.2	North Central Fire Protection District (NCFPD)	19
4.3.3	Kerman Planning Department	20
4.3.4	Kerman Engineering Department.....	20
4.3.5	Kerman Police Department	20

5	MIXED USE SITE 3	21
5.1	Project Context Evaluation.....	21
5.1.1	Existing Site Conditions.....	21
5.1.2	Street Frontage Evaluation	21
5.1.3	Existing Infrastructure and Amenities	21
5.1.4	Regulatory Settings.....	22
5.2	Design and Sustainability	25
5.3	Public Safety and Traffic.....	25
5.3.1	Caltrans	25
5.3.2	North Central Fire Protection District (NCFPD)	25
5.3.3	Kerman Planning Department	26
5.3.4	Kerman Engineering Department.....	26
5.3.5	Kerman Police Department	26
6	APPENDIX A: Caltrans Letter.....	27
7	APPENDIX B: Agency Pre-Reviewed Comments	28

TABLE OF FIGURES

Figure 2-1	Location of Mixed Use Sites	8
Figure 3-1	Aerial Imagery of Site 1	11
Figure 3-2	Context Evaluation: Site 1	12
Figure 4-1	Aerial Imagery of Site 2	17
Figure 4-2	Context Evaluation: Site 2	18
Figure 5-1	Aerial Imagery of Site 3	23
Figure 5-2	Context Evaluation: Site 3	24

TABLE OF TABLES

Table 2-1	Mixed Use Sites List	7
-----------	----------------------------	---

1 EXECUTIVE SUMMARY

The City of Kerman Mixed Use Development Conceptual Designs Summary Memo (“Memo”) was prepared by Precision Civil Engineering on behalf of the City of Kerman. The main purpose of the Memo is to provide background information and introduce designs of the Mixed Use Development Conceptual Designs that is developed under funding from the Local Early Action Planning (LEAP) program. The Memo provides context of the identified properties within the Kerman city limits that are planned for mixed use development, including current site conditions, street frontage and circulation, and development standards of the sites to inform design. The Memo also provides the final conceptual site designs of the mixed use sites and a short description of the designs.

There are a total of three (3) mixed use sites suitable for development in Kerman, located on the southwest corner of West Whitesbridge Avenue and South Vineland Avenue. Each section of the Memo evaluates the suitability of developing mixed uses on each site and drafts a conceptual design to aid future development. According to the conceptual designs, the sites could potentially accommodate a total of 27 duplexes (34 dwelling units) and 56,310 office or commercial space. The conceptual designs are pre-reviewed and pre-approved by agencies including California Department of Transportation (Caltrans), North Central Fire Protection District, Kerman Planning Department, Kerman Engineering Department, and Kerman Police Department. With pre-approved conceptual designs, the design, approval, and permit process at the City would take less time, thereby lowering costs for developers and creating dwelling units at an accelerated pace.

1.1 Document Format

This Memo contains five (5) sections plus an appendix. [Section 1 EXECUTIVE SUMMARY](#) provides an overview of the purpose of the Memo. [Section 2 INTRODUCTION](#) provides the basis of the regulatory background and an overview of the Project. [Section 3](#) through [Section 5](#) provides the context evaluation, circulation evaluation, design and sustainability, and graphic product of Site 1 through 3, respectively.

2 INTRODUCTION

The City of Kerman Mixed Use Development Conceptual Designs Summary Memo (“Memo”) was prepared by Precision Civil Engineering (PCE) on behalf of the City of Kerman (“City”). The purpose of the Memo is to summarize the City’s Mixed Use Development Conceptual Designs (“Program”) which is funded by the Local Early Action Planning (“LEAP”) Grant Program for the purposes of accelerating housing production and facilitating compliance to implement the sixth-cycle Regional Housing Needs Assessment (“RHNA”). In particular, this Memo provides context of three (3) sites within the Kerman city limits that are planned for mixed use development, including current site conditions, street frontage and circulation, and development standards of the sites to inform design. The Memo also provides the final conceptual site designs of the mixed use sites and a short description of the designs.

About the Local Early Action Planning Grant Program

The Local Early Action Planning (LEAP) Grant Program is administered by the California Department of Housing and Community Development (HCD) with the purpose to provide grants and technical assistance to local governments for the preparation and adoption of planning documents and process improvements that: 1) accelerate housing production and 2) facilitate compliance to implement the sixth-cycle Regional Housing Needs Assessment. The City of Kerman was awarded a LEAP planning grant to implement the City’s Mixed Use Development Conceptual Designs (“Program”).

About the Mixed Use Development Conceptual Designs

Per the City’s LEAP planning grant application, the Program intends to *“provide concept illustrations and exhibits for Infill Site Mixed Use Development. With pre-approved design concepts, the design/approval/permit process at the City will take less time, thereby lowering costs for developers and creating dwelling units at an accelerated pace.”* Program tasks include 1) property context evaluation, 2) environmental design and sustainability, 3) public safety and traffic, 4) overall theme and program intentions, and 5) the graphic products. The final deliverable resulting from Program implementation will be three (3) mixed use development conceptual master plans that are pre-reviewed by agencies including Caltrans, North Central Fire Protection District, Kerman Planning Department, Kerman Engineering Department, and Kerman Police Department. It should be noted that the residential portion of these master plans utilize the pre-approved duplex designs produced through another LEAP funded program, the City of Kerman’s Multi-Family Conceptual Design Program. Utilization of the pre-approved duplex designs further enhances the intention of the Program, which is to lower costs and increase pace of the development of dwelling units.

Relationship to General Plan and Housing Element

The City of Kerman 2040 General Plan (“General Plan”) was adopted in July 2020. The General Plan indicates the City’s role in managing future growth and development patterns through the regulation of the direction, rate, density, intensity, and arrangement of land uses. According to the General Plan, *“a community that is well-planned with a clear sense of place, a vibrant downtown, open spaces, and attractive neighborhoods enhances city image.”* The General Plan also recognizes that compact development and infill development reduces the cost of providing infrastructure and public services compared to areas that are spread out, whereby “infill development” is defined in the General Plan as *“development of vacant or underutilized land (usually individual lots or leftover properties) within areas that are already largely developed.”*

To support the City’s dedication to growth management, compact urban form, infill development, and mixed use development, the General Plan establishes the following relevant goals and policies.

Goal LU-1 To guide the development of a mix of land uses that fulfill residents' daily needs and provide recreational and entertainment amenities.

Policy LU-1.3 Mixed Use Development. The City shall provide for the establishment of offices in existing residential structures, adjacent to Madera Avenue in the original historic townsite.

Goal LU-3 To create a land use pattern that protects agricultural and open space lands by promoting compact and centralized urban growth around the historical Kerman townsite.

Policy LU-3.2 Urban Form. To maintain the City's compact form, the City shall maintain growth management controls by managing changes to the City's Sphere of Influence and incorporated City limits. Future changes to the City's Sphere of Influence will be managed by two growth lines, shown on Figure 3-2. Of the General Plan.

- The City may consider requests to amend the current Sphere of Influence and City limits into Area 1 (shown on Figure 3-2 of the General Plan) based on the ability of the City to provide services to the area.
- The City may consider requests to amend the current Sphere of Influence and City limits into Area 2 (shown on Figure 3-2 of the General Plan) if Area 1 has reached the 80 percent infill criteria (for residentially designated lands).
- The City Council may, at that time, consider allowing development beyond the Area 1 Growth Boundary Line.
- For any change in Sphere of Influence or City limits, the following considerations will be used:
 - 80 percent of Area 1's residentially designated land has been developed or has approved development plans.
 - Residential housing needs such as affordable housing or a desire for a wider and more diverse range of housing.
 - Community needs such as open space, recreational facilities, parks, schools, etc.
 - Obstacles to growth such as cost of infrastructure, Williamson Act properties, etc.
 - Economic development needs.

Goal CIRC-1 To provide a safe and efficient roadway system that serves all users and enhances the community of Kerman.

Policy CIRC-1.1. Consistency between Land Use and Transportation Planning. The City shall ensure land use and transportation planning are cohesive, consistency, mutually supportive, and strive to reduce vehicle miles traveled (VMT). This will include:

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

The City of Kerman adopted the 2015-2023 Housing Element ("Housing Element") in 2016 to identify and address housing needs in the city in compliance with State housing law. The Housing Element is integrated in the General Plan. As part of the Housing Element process, the City developed a parcel-specific inventory of sites suitable for residential development in order to meet the City's Regional Housing Needs Allocation (RHNA) of 1,332 units. Growth management, compact urban form, and infill residential development are identified as ways to facilitate

the development of housing to meet the needs of current and future residents. To this end, the Housing Element establishes the following relevant goals and policies.

Goal HE-1 *To facilitate and encourage the provision of a range of housing types to meet the diverse needs of residents.*

Policy HE-1.3 Direct Growth to Urban Areas. *The City shall continue to direct new growth to urban areas in order to protect natural resources.*

Policy HE-1.4 Balanced and Orderly Growth. *The City shall promote balanced and orderly growth to minimize unnecessary development costs adding to the cost of housing.*

Policy HE-1.5 Infill Housing Development. *The City shall encourage infill housing development on vacant, by-passed, and underutilized lots within existing developed areas where essential public infrastructure is available.*

Policy HE-1.8 Design Standards for New Housing. *The City shall approve new housing in accordance with design standards that will ensure the safety, quality, integrity, and attractiveness of each housing unit.*

2.1 Mixed Use Development Sites

There are a total of ten (10) parcels that are planned and zoned for Mixed Use. Of these parcels, three (3) are owned by the City of Kerman. The three (3) parcels are located on the southeast corner of West Kearney Boulevard and South 3rd Street. They are currently accommodated by the Kerman Recreation Department, Kerman Community Center, and the Kerman Branch Library.

The other seven (7) parcels are located on the southwest corner of West Whitesbridge Avenue and South Vineland Avenue. There are existing dwelling units on three (3) of the parcels. These seven (7) parcels have the potential to be developed with mixed use in the foreseeable future. The parcels are further split into three (3) sites according to their ownership and likelihood to be developed by the same developer. [Figure 2-1](#) shows the location of the three (3) sites. [Table 2-1](#) provides the APN and size of each site.

Table 2-1 Mixed Use Sites List

#	APNs	Address	Acreage
Site 1	023-030-07S 023-090-08S 023-030-45S 023-090-46S	14527 Whitesbridge Avenue	3.86
Site 2	023-030-47S 023-030-48S	14603 Whitesbridge Avenue 14583 Whitesbridge Avenue	3.02
Site 3	023-030-49S	14607 Whitesbridge Avenue	2.05

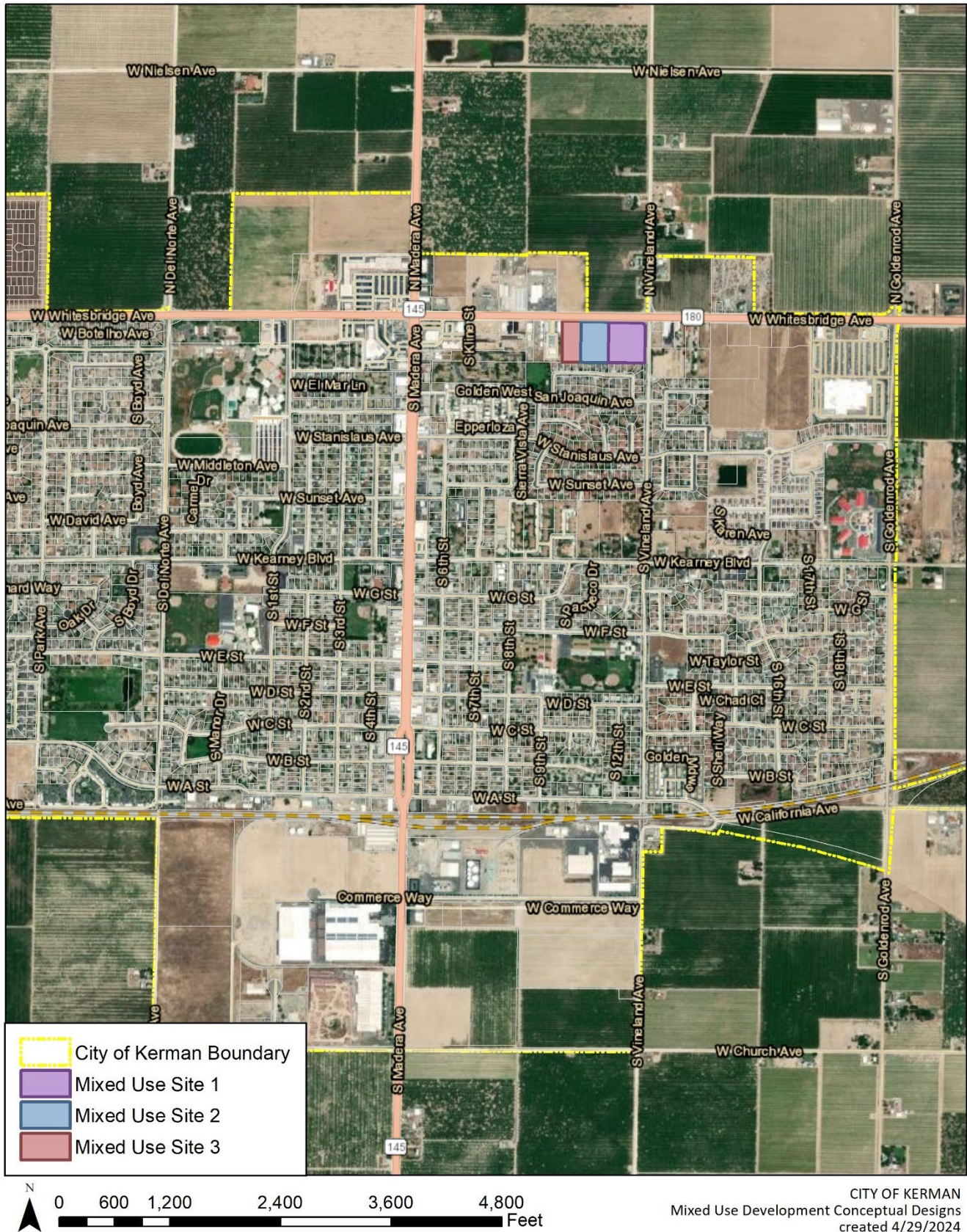


Figure 2-1 Location of Mixed Use Sites

3 MIXED USE SITE 1

Site 1 is located at 14527 Whitesbridge Avenue, Kerman, CA 93630, consisting of four (4) parcels that totals 168,438 square feet, or 3.86 acres. The site is identified by the Fresno County Assessor as Assessor's Parcel Numbers (APNs) 023-030-07S, 023-090-08S, 023-030-45S, and 023-030-46S. [Figure 3-1](#) shows the aerial image of the Project site.

3.1 Project Context Evaluation

This section discusses the existing site conditions, street frontage evaluation, and regulatory settings of the site. This discussion would inform opportunities and restrictions for the designs on the site. [Figure 3-2](#) shows the context evaluation items that are discussed below.

3.1.1 Existing Site Conditions

The Project site is currently vacant with no structures. The site contains existing improvements, including curb, gutter, sidewalks, overhead utilities, and streetlights along its northern boundary, Whitesbridge Avenue, and along its eastern boundary, South Vineland Avenue. The site is generally flat and does not contain any geologic formations. The existing biotic conditions and resources of the site can be defined primarily as ruderal and herbaceous vegetation with heavy alternation due to discing and grading. There are some trees along the west boundary of the site. No shrubs or water features are present on the site. The Project site is surrounded by single-family residential dwellings to the south and Site 2 to the west.

3.1.2 Street Frontage Evaluation

Whitesbridge Avenue, or State Route 180, a four-lane, east-west highway forms the northerly site boundary. The street frontage is approximately 115 feet wide. South Vineyard Avenue, a two-lane north-south collector forms the eastern site boundary. The site's frontage on Vineyard Avenue is approximately 410 feet long. The site is a corner lot and does not back into an alley.

It should be noted that Site 1's frontage on Whitesbridge Avenue is an existing right-turn lane. According to Caltrans' letter on February 15, 2024, it is anticipated that driveways will not be permitted within the existing right-turn lane on State Route 180. The full letter is attached in [Appendix A](#).

Kerman Municipal Code Section 17.78 contains development standards for all development. According to this section, new development is required to provide the following, as applicable: street and road dedications; curb, gutters, and sidewalks; and driveways and parking aprons.

3.1.3 Existing Infrastructure and Amenities

This section assesses the sites' proximity to existing infrastructure and amenities, including water, sewer, sidewalks, parks, bus stops, and schools. Existing infrastructure directly impacts the construction costs and existing amenities provide residents with higher quality of life and social well-being. Site 1's proximity to infrastructure and amenities are listed below. Overall, Site 1 is connected to existing infrastructure and in proximity to amenities. This indicates the availability of existing infrastructure and amenities, fewer development costs, maximized use and efficiency, and increased quality of life.

- Water: There are existing 10-inch water mains running north-south along South Vineyard Avenue and east-west along West Whitesbridge Avenue. An 8-inch water main is planned east-west along the south boundary (approximately 12 feet from the rear property line) of the site.
- Sewer: There is an existing 8-inch sanitary sewer main running north-south along South Vineyard Avenue.

- Drainage: There is an existing 36-inch storm drain main running north-south along South Vineyard Avenue and an existing 18-inch storm drain main running east-west along West Whitesbridge Avenue.
- Parks: The nearest neighborhood park, Kiwanis Park, is approximately 665 feet from Site 1. Trini's Park is another part within 0.5 miles of Site 1.
- Schools: The nearest school, Goldenrod Elementary School, is approximately 0.6 miles from Site 1.
- Bus Stops: The nearest bus stop is approximately 0.5 miles from Site 1.

3.1.4 Regulatory Settings

To further assess the site's suitability for development and recognize opportunities and restrictions to the site, the permitted density, intensity, and development standards are analyzed for the site. Each evaluation item reviews and conforms to the City of Kerman Zoning Ordinance and General Plan.

Permitted Density and Intensity: According to the City of Kerman General Plan, the maximum density of the Mixed Use land use designation is 20 dwelling units per acre (du/ac). As such, a total of 77 dwelling units could be built on Site 1 at maximum density. The maximum intensity of the Mixed Use land use designation is 1.0 floor area ratio (FAR). It should be noted that design constraints specific to individual site (e.g., parking, setbacks, lot configuration) could limit the number of developable units.

Development Standards: The City of Kerman Municipal Code Section 17.12.030 regulates the height and setbacks of the Mixed Use Zone. The Mixed Use Zone has a maximum height of 35 feet and may be allowed up to 60 feet in height with the approval of a Conditional Use Permit. The setbacks include a 10 feet front yard, 10 feet rear yard if adjacent to residential zone, and 10 feet side yard. However, parcels fronting Whitesbridge Road shall have a front yard setback of 20 feet, as measured from the front property line. To the maximum extent possible, this area shall be landscaped. As a result, Site 1 requires a 20 feet front setback, 10 feet rear setback, and 10 feet side setback.

Parking Standards: According to the City of Kerman Municipal Code Section 17.12.070, *"Parking lots in the MU zone shall not be located between any structure and the front property line but shall be located along the side or rear of the parcel."* The number of parking spaces required is regulated in Section 17.28.040 of the Municipal Code. Some of the requirements are listed below.

- Multi-Unit Dwelling and Cluster Development: 1.5 spaces for each studio or 1 bedroom unit and 2 spaces for each unit 2 bedrooms or larger. 1 of the required parking spaces per unit shall be covered. Developments which contain 5 or more units shall supply guest parking spaces at a ratio of at least 0.5 parking spaces per unit.
- Office: Professional Office – 1 space per 400 square feet of gross floor area. Medical and Dental Office – 1 space per 200 square feet of gross floor area.
- Restaurant: 1 space for every 4 seats based upon the capacity of the fixed and movable seating area as determined under the Uniform Building Code. There shall also be 1 parking space for every 2 employees on any given shift.
- Retail Sales: For general retail activities, including neighborhood markets, secondhand stores, wholesalers, restricted retail sales, and other mixed-use developments which are predominantly retail and utilize a common parking area through mutual parking agreements, parking shall be provided at a ratio of at least 4.5 spaces for every 1,000 square feet of gross floor area. For uses such as retail stores principally displaying and selling furniture, floor coverings, pianos and organs, and large appliances, parking shall be provided at a ratio of at least 1 space per 600 square feet of floor area.

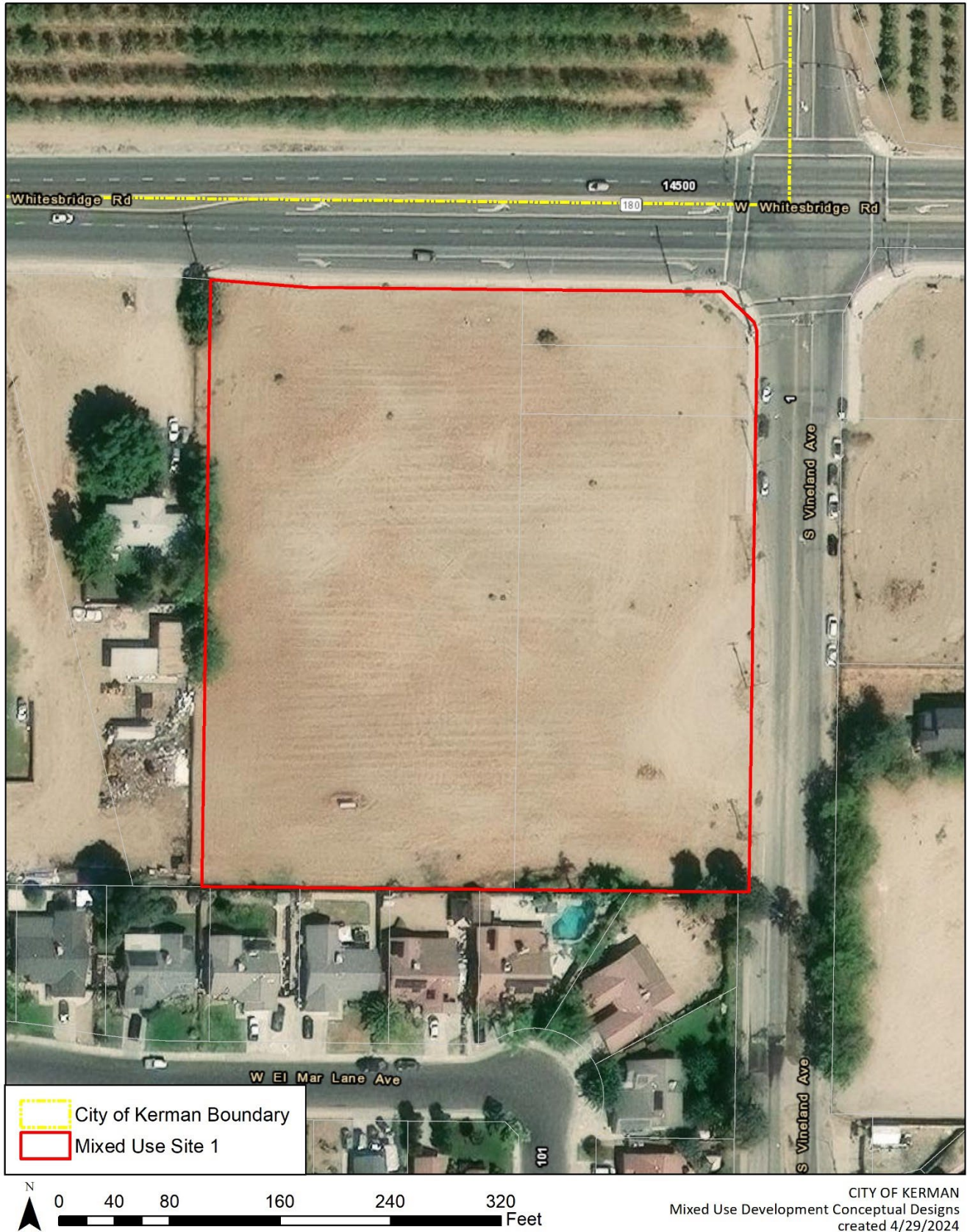


Figure 3-1 Aerial Imagery of Site 1

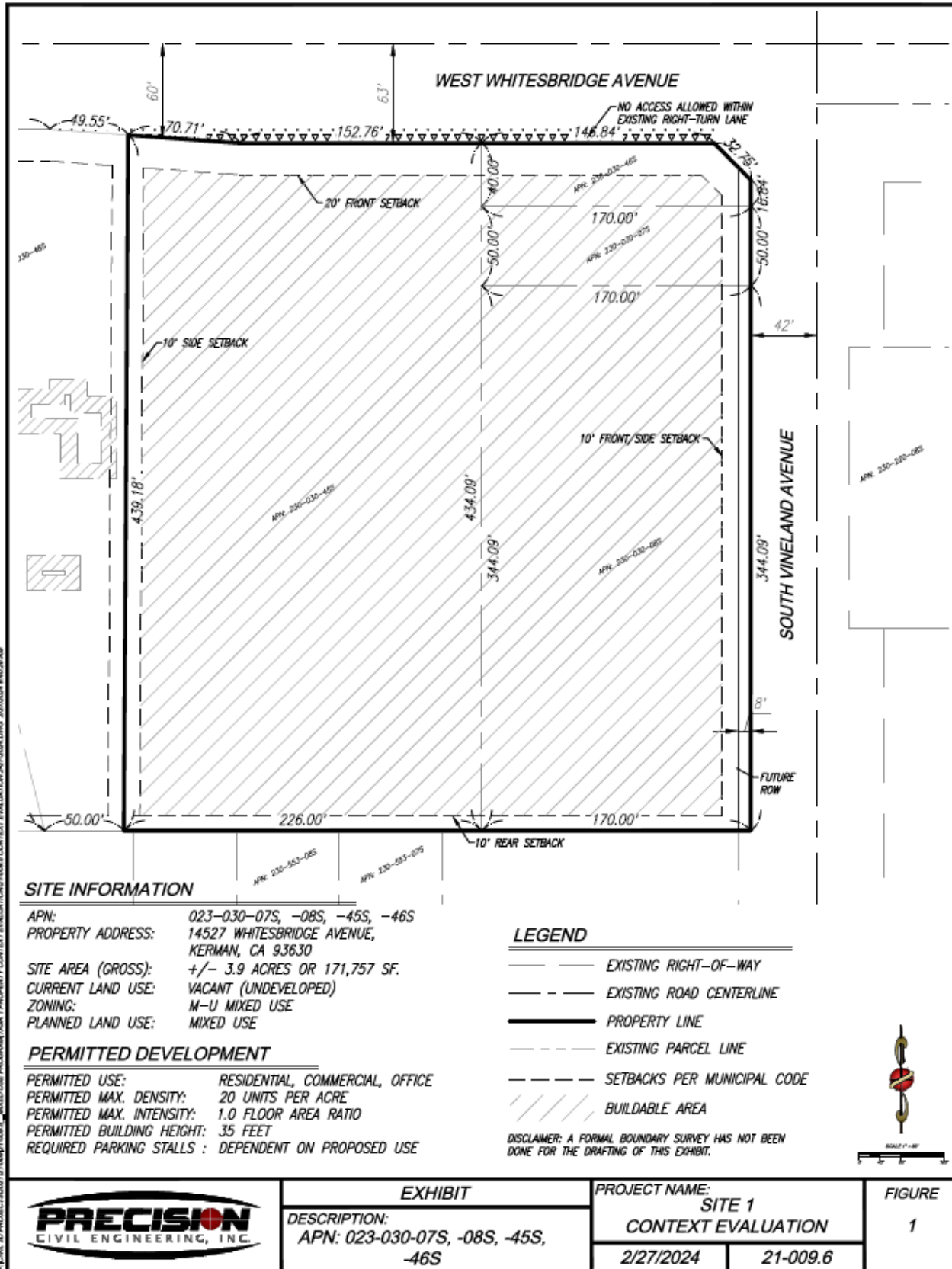


Figure 3-2 Context Evaluation: Site 1

3.2 Design and Sustainability

Site 1 conceptual master plan proposes the development of 10 duplexes, or 20 dwelling units, and three (3) buildings totaling 26,060 square feet of office or commercial space.

The design of Site 1 includes these characteristics:

- Land use: The proposed office and commercial space takes up approximately 70% of the site. This is due to the city's demand for office spaces. Currently, office spaces in Kerman are primarily concentrated in the central area of the city along Madera Avenue, or State Route 145.
- Vertical mixed use: Office/commercial buildings and residential units are separated by internal driveways, parking lots, and landscaping within the site. There are no existing mixed-use development within the city. As such, different uses being located within different buildings would better match the character of Kerman.
- Height: The proposed height of the structures is one (1) story. This is consistent with most structures in the city. Existing offices along Madera Avenue are one (1) story. Out of the ten (10) apartments in Kerman, seven (7) apartments are one (1) story, and three (3) apartments are two (2) stories. The existing apartment on Site 2 is also one (1) story. As such, it is anticipated that development in this area would be one (1) story. Additionally, one (1) story structures are less costly to design and construct, and developers would be able to utilize the pre-approved duplexes from Kerman's Multi-Family Conceptual Design Program, which further lowers design costs.

3.3 Public Safety and Traffic

The final conceptual master plan was routed to California Department of Transportation (Caltrans), North Central Fire Protection District, Kerman Planning Department, Kerman Engineering Department, and Kerman Police Department. This ensures that public safety (fire, police, and engineering) and traffic (Caltrans) issues are identified and resolved, if any. Comment letters provided by these agencies are attached in [Appendix B](#). A summary of the comments from each agency is included below.

3.3.1 Caltrans

According to Caltrans, the segment of State Route 180 adjacent to Sites 1, 2, and 3 is a 4-lane conventional highway with an eastbound left turn lane and a right turn lane. The comments listed below are for Site 1, Site 2, and Site 3.

- Limiting adjacent access connections is essential for the safe and efficient operation of a major roadway. For the given speed limit of 50 mph, the ideal spacing between adjacent access connections (driveways, intersections, etc.) is recommended to be a minimum of 1,325 feet.
- Ideally, there should not be multiple driveways along a short segment of State Route 180. Thus, only one shared driveway is recommended between Site Plan 2024-02 and Site Plan 2024-03 along the frontage of these three site plans. A 16 foot-wide right-turn lane with a 6-foot-wide bike lane should be provided to this driveway.
- Caltrans requires that all three site plans be combined into a single master site plan to help with the assessment of the proposed driveways.
- Significant upgrades to the highway would be necessary, specifically the construction of a raised median across the frontage of all three site plans. Additional frontage improvements, such as wider sidewalk may be required along State Route 180. Offsite improvements for the proposed development should run

consistently with the newer development to the east. An additional Right of Way amount of 45 feet from the centerline may be required.

3.3.2 North Central Fire Protection District (NCFPD)

The comments, or conditions, offered by the NCFPD are in accordance with the 2022 California Building and Fire Codes. The comments are for Site 1, Site 2, and Site 3. Conditions are general as regulated per the 2022 California fire Code, including:

- Fire apparatus access lanes to within 150 feet of exterior walls of project building shall have an unobstructed width of 20 feet and be capable of supporting the weight of a fire apparatus in all weather. Fire access lanes shall be posted “NO PARKING-FIRE LANE”. All weather fire access roads shall be established prior to start of combustible construction.
- Provide public and/or on-site fire hydrants so that no exterior wall of a project building is more than 400 feet from a hydrant. Hydrants shall be operational prior to the start of combustible construction.

3.3.3 Kerman Planning Department

The Planning Department leads the effort of developing the Program. The location, land use, and type of development on the site is designed under the consideration of local knowledge provided by the Planning Department.

3.3.4 Kerman Engineering Department

Preliminary conditions proposed by Engineering Department includes connections of utilities from Vineland Avenue, which are shown on the site plan. Improvements along adjacent roads are also required. All preliminary conditions are listed below.

1. Obtain water service from existing water main in Vineland Avenue.
2. Direct sewer flows to existing facility in Vineland Avenue.
3. Direct storm drain flows to existing facility in Vineland Avenue.
4. Underground existing overhead utilities along development frontage.
5. Construct Whitesbridge Road surface improvements per Caltrans standards.
6. Construct Vineland Avenue improvements per City standards.
7. Will require covenants, conditions and restrictions

3.3.5 Kerman Police Department

The Police Department is concerned about potential traffic hazards for entrance/exit to the site off of Whitesbridge Avenue. However, Site 1 does not propose entrance/exit off of Whitesbridge Avenue.

4 MIXED USE SITE 2

Site 2 is located at 14583 and 14603 Whitesbridge Avenue, Kerman, CA 93630, consisting of two (2) parcels that totals 131,551 square feet, or 3.02 acres. The site is identified by the Fresno County Assessor as Assessor's Parcel Numbers (APNs) 023-030-47S and 023-030-48S. [Figure 4-1](#) shows the aerial image of the Project site.

4.1 Project Context Evaluation

This section discusses the existing site conditions, street frontage evaluation, and regulatory settings of the site. This discussion would inform opportunities and restrictions for the designs on the site. [Figure 4-2](#) shows the context evaluation items that are discussed below.

4.1.1 Existing Site Conditions

The Project site currently includes four (4) apartment structures, totaling 12 units on APN 023-030-47S, and a primary single-family dwelling on APN 023-030-48S. The site contains existing improvements, including curb, gutter, sidewalks, and overhead utilities, along its northern boundary, Whitesbridge Avenue. The site is slightly higher on APN 023-030-48S but is generally flat and does not contain any geologic formations. The existing biotic conditions and resources of the site can be defined primarily as dirt driveways and urbanized lawn/grass. There are approximately seven (7) trees within the site and some trees along the eastern boundary of the site. No water features are present on the site. The Project site is surrounded by single-family residential dwellings to the south, Site 1 to the east, and Site 3 to the west.

4.1.2 Street Frontage Evaluation

Whitesbridge Avenue, or State Route 180, a four-lane, east-west highway forms the northerly site boundary. The street frontage is approximately 300 feet wide. The site is not a corner lot and does not back into an alley.

Kerman Municipal Code Section 17.78 contains development standards for all development. According to this section, new development is required to provide the following, as applicable: street and road dedications; curb, gutters, and sidewalks; and driveways and parking aprons.

4.1.3 Existing Infrastructure and Amenities

This section assesses the sites' proximity to existing infrastructure and amenities, including water, sewer, sidewalks, parks, bus stops, and schools. Existing infrastructure directly impacts the construction costs and existing amenities provide residents with higher quality of life and social well-being. Site 2's proximity to infrastructure and amenities are listed below. Overall, Site 2 is connected to existing infrastructure and in proximity to amenities. This indicates the availability of existing infrastructure and amenities, fewer development costs, maximized use and efficiency, and increased quality of life.

- Water: There is an existing 8-inch water main running east-west along West Whitesbridge Avenue. An 8-inch water main that would connect east to South Vineyard Avenue is planned east-west along the south boundary (approximately 12 feet from the rear property line) of the site.
- Sewer: There is an existing 8-inch sanitary sewer main running north-south along South Vineyard Avenue, which is approximately 425 feet east of the site.
- Drainage: There is an existing 18-inch storm drain main running east-west along West Whitesbridge Avenue.
- Parks: The nearest neighborhood park, Kiwanis Park, is approximately 350 feet from Site 2. Trini's Park is another park within 0.5 miles of Site 2.

- Schools: The nearest school, Goldenrod Elementary School, is approximately 0.6 miles from Site 2.
- Bus Stops: The nearest bus stop is approximately 0.5 miles from Site 2.

4.1.4 Regulatory Settings

To further assess the site's suitability for development and recognize opportunities and restrictions to the site, the permitted density, intensity, and development standards are analyzed for the site. Each evaluation item reviews and conforms to the City of Kerman Zoning Ordinance and General Plan.

Permitted Density and Intensity: According to the City of Kerman General Plan, the maximum density of the Mixed Use land use designation is 20 dwelling units per acre (du/ac). As such, a total of 60 dwelling units could be built on Site 2 at maximum density. The maximum intensity of the Mixed Use land use designation is 1.0 floor area ratio (FAR). It should be noted that design constraints specific to individual site (e.g., parking, setbacks, lot configuration) could limit the number of developable units.

Development Standards: The City of Kerman Municipal Code Section 17.12.030 regulates the height and setbacks of the Mixed Use Zone. The Mixed Use Zone has a maximum height of 35 feet and may be allowed up to 60 feet in height with the approval of a Conditional Use Permit. The setbacks include a 10 feet front yard, 10 feet rear yard if adjacent to residential zone, and 10 feet side yard. However, parcels fronting Whitesbridge Road shall have a front yard setback of 20 feet, as measured from the front property line. To the maximum extent possible, this area shall be landscaped. As a result, Site 2 requires a 20 feet front setback, 10 feet rear setback, and 10 feet side setback.

Parking Standards: According to the City of Kerman Municipal Code Section 17.12.070, *"Parking lots in the MU zone shall not be located between any structure and the front property line but shall be located along the side or rear of the parcel."* The number of parking spaces required is regulated in Section 17.28.040 of the Municipal Code. Some of the requirements are listed below.

- Multi-Unit Dwelling and Cluster Development: 1.5 spaces for each studio or 1 bedroom unit and 2 spaces for each unit 2 bedrooms or larger. 1 of the required parking spaces per unit shall be covered. Developments which contain 5 or more units shall supply guest parking spaces at a ratio of at least 0.5 parking spaces per unit.
- Office: Professional Office – 1 space per 400 square feet of gross floor area. Medical and Dental Office – 1 space per 200 square feet of gross floor area.
- Restaurant: 1 space for every 4 seats based upon the capacity of the fixed and movable seating area as determined under the Uniform Building Code. There shall also be 1 parking space for every 2 employees on any given shift.
- Retail Sales: For general retail activities, including neighborhood markets, secondhand stores, wholesalers, restricted retail sales, and other mixed-use developments which are predominantly retail and utilize a common parking area through mutual parking agreements, parking shall be provided at a ratio of at least 4.5 spaces for every 1,000 square feet of gross floor area. For uses such as retail stores principally displaying and selling furniture, floor coverings, pianos and organs, and large appliances, parking shall be provided at a ratio of at least 1 space per 600 square feet of floor area.



Figure 4-1 Aerial Imagery of Site 2



4.2 Design and Sustainability

Site 2 conceptual master plan proposes the development of 12 duplexes, or 24 dwelling units, and two (2) buildings totaling 13,750 square feet of office or commercial space.

The design of Site 2 includes these characteristics:

- Land use: The proposed office and commercial space takes up approximately 30% of the site. This is due to the city's demand for office spaces. Office and commercial space are designed to be located near the site frontage, State Route 180. This allows offices, retail, and services to be exposed to passersby and residential dwellings to be shielded from traffic along the highway. Residential space takes up approximately 70% of the site. This doubles the number of units existing on site, ensuring that the site can accommodate existing as well as additional renters.
- Vertical mixed use: Office/commercial buildings and residential units are separated by internal driveways, parking lots, and landscaping within the site. There are no existing mixed-use developments within the city. As such, different uses being located within different buildings would better match the character of Kerman.
- Height: The proposed height of the structures is one (1) story. This is consistent with most structures in the city. Existing offices along Madera Avenue are one (1) story. Out of the ten (10) apartments in Kerman, seven (7) apartments are one (1) story, and three (3) apartments are two (2) stories. The existing apartment on Site 2 is also one (1) story. As such, it is anticipated that development in this area would be one (1) story. Additionally, one (1) story structures are less costly to design and construct, and developers would be able to utilize the pre-approved duplexes from Kerman's Multi-Family Conceptual Design Program, which further lowers design costs.

4.3 Public Safety and Traffic

The final conceptual master plan was routed to California Department of Transportation (Caltrans), North Central Fire Protection District, Kerman Planning Department, Kerman Engineering Department, and Kerman Police Department. This ensures that public safety (fire, police, and engineering) and traffic (Caltrans) issues are identified and resolved, if any. Comment letters provided by these agencies are attached in [Appendix B](#). A summary of the comments from each agency is included below.

4.3.1 Caltrans

See [Section 3.3.1](#).

4.3.2 North Central Fire Protection District (NCFPD)

The comments, or conditions, offered by the NCFPD are in accordance with the 2022 California Building and Fire Codes. The comments are for Site 1, Site 2, and Site 3. Conditions are general as regulated per the 2022 California fire Code, including:

- Fire apparatus access lanes to within 150 feet of exterior walls of project building shall have an unobstructed width of 20 feet and be capable of supporting the weight of a fire apparatus in all weather. Fire access lanes shall be posted "NO PARKING-FIRE LANE". All weather fire access roads shall be established prior to start of combustible construction.
- Provide public and/or on-site fire hydrants so that no exterior wall of a project building is more than 400 feet from a hydrant. Hydrants shall be operational prior to the start of combustible construction.

4.3.3 Kerman Planning Department

The Planning Department leads the effort of developing the Program. The location, land use, and type of development on the site is designed under the consideration of local knowledge provided by the Planning Department.

4.3.4 Kerman Engineering Department

Preliminary conditions proposed by Engineering Department includes connections of utilities from Vineland Avenue and Whitesbridge Road, which are shown on the site plan. Improvements along adjacent roads are also required. All preliminary conditions are listed below.

1. Obtain water service from existing water main in Whitesbridge Road.
2. Direct sewer flows to existing facility in Vineland Avenue.
3. Direct storm drain flows to existing facility in Whitesbridge Road.
4. Underground existing overhead utilities along development frontage.
5. Construct Whitesbridge Road surface improvements per Caltrans standards.
6. Will require covenants, conditions and restrictions.

4.3.5 Kerman Police Department

The Police Department is concerned about potential traffic hazards for entrance/exit to the site off of Whitesbridge Avenue. Traffic issues have been present for similar sites when people traveling westbound make a southbound turn into the site. The Police Department proposes adding a southbound turning lane on Whitesbridge Avenue to resolve this issue.

5 MIXED USE SITE 3

Site 3 is located at 14637 Whitesbridge Avenue, Kerman, CA 93630, consisting of one (1) parcel that is 89,298 square feet, or 2.05 acres. The site is identified by the Fresno County Assessor as Assessor's Parcel Number (APN) 023-030-49S. [Figure 5-1](#) shows the aerial image of the Project site.

5.1 Project Context Evaluation

This section discusses the existing site conditions, street frontage evaluation, and regulatory settings of the site. This discussion would inform opportunities and restrictions for the designs on the site. [Figure 5-2](#) shows the context evaluation items that are discussed below.

5.1.1 Existing Site Conditions

The Project site currently includes two (2) single-family dwellings. The site contains existing improvements, including curb, gutter, sidewalks, and overhead utilities, along its northern boundary, Whitesbridge Avenue. The site is generally flat and does not contain any geologic formations. The existing biotic conditions and resources of the site can be defined primarily as ruderal/dirt and urbanized lawn/grass. There are approximately nine (9) trees within the site. No water features are present on the site. The Project site is surrounded by single-family residential dwellings to the south, Site 2 to the east, and a fitness center and hardware store to the west.

5.1.2 Street Frontage Evaluation

Whitesbridge Avenue, or State Route 180, a four-lane, east-west highway forms the northerly site boundary. The street frontage is approximately 200 feet wide. The site is not a corner lot and does not back into an alley.

Kerman Municipal Code Section 17.78 contains development standards for all development. According to this section, new development is required to provide the following, as applicable: street and road dedications; curb, gutters, and sidewalks; and driveways and parking aprons.

5.1.3 Existing Infrastructure and Amenities

This section assesses the sites' proximity to existing infrastructure and amenities, including water, sewer, sidewalks, parks, bus stops, and schools. Existing infrastructure directly impacts the construction costs and existing amenities provide residents with higher quality of life and social well-being. Site 3's proximity to infrastructure and amenities are listed below. Overall, Site 3 is connected to existing infrastructure and in proximity to amenities. This indicates the availability of existing infrastructure and amenities, fewer development costs, maximized use and efficiency, and increased quality of life.

- Water: There is an existing 8-inch water main running east-west along West Whitesbridge Avenue. An 8-inch water main that would connect east to South Vineyard Avenue is planned east-west along the south boundary (approximately 12 feet from the rear property line) of the site. Another water main is planned along the west boundary of the site, running north-south.
- Sewer: There is an existing 8-inch sanitary sewer main running north-south along South Vineyard Avenue, which is approximately 720 feet east of the site.
- Drainage: There is an existing 18-inch storm drain main running east-west along West Whitesbridge Avenue that ends on the center of the site's northern boundary.
- Parks: The nearest neighborhood park, Kiwanis Park, is approximately 150 feet from Site 3. Trini's Park is another park within 0.5 miles of Site 3.

- Schools: The nearest school, Goldenrod Elementary School, is approximately 0.6 miles from Site 3. Kerman High School, Kerman Flyod Elementary School, and Kerman Unified Preschool are also located approximately 0.6 miles from the site.
- Bus Stops: The nearest bus stop is approximately 0.4 miles from Site 3.

5.1.4 Regulatory Settings

To further assess the site's suitability for development and recognize opportunities and restrictions to the site, the permitted density, intensity, and development standards are analyzed for the site. Each evaluation item reviews and conforms to the City of Kerman Zoning Ordinance and General Plan.

Permitted Density and Intensity: According to the City of Kerman General Plan, the maximum density of the Mixed Use land use designation is 20 dwelling units per acre (du/ac). As such, a total of 41 dwelling units could be built on Site 3 at maximum density. The maximum intensity of the Mixed Use land use designation is 1.0 floor area ratio (FAR). It should be noted that design constraints specific to individual site (e.g., parking, setbacks, lot configuration) could limit the number of developable units.

Development Standards: The City of Kerman Municipal Code Section 17.12.030 regulates the height and setbacks of the Mixed Use Zone. The Mixed Use Zone has a maximum height of 35 feet and may be allowed up to 60 feet in height with the approval of a Conditional Use Permit. The setbacks include a 10 feet front yard, 10 feet rear yard if adjacent to residential zone, and 10 feet side yard. However, parcels fronting Whitesbridge Road shall have a front yard setback of 20 feet, as measured from the front property line. To the maximum extent possible, this area shall be landscaped. As a result, Site 3 requires a 20 feet front setback, 10 feet rear setback, and 10 feet side setback.

Parking Standards: According to the City of Kerman Municipal Code Section 17.12.070, *"Parking lots in the MU zone shall not be located between any structure and the front property line but shall be located along the side or rear of the parcel."* The number of parking spaces required is regulated in Section 17.28.040 of the Municipal Code. Some of the requirements are listed below.

- Multi-Unit Dwelling and Cluster Development: 1.5 spaces for each studio or 1 bedroom unit and 2 spaces for each unit 2 bedrooms or larger. 1 of the required parking spaces per unit shall be covered. Developments which contain 5 or more units shall supply guest parking spaces at a ratio of at least 0.5 parking spaces per unit.
- Office: Professional Office – 1 space per 400 square feet of gross floor area. Medical and Dental Office – 1 space per 200 square feet of gross floor area.
- Restaurant: 1 space for every 4 seats based upon the capacity of the fixed and movable seating area as determined under the Uniform Building Code. There shall also be 1 parking space for every 2 employees on any given shift.
- Retail Sales: For general retail activities, including neighborhood markets, secondhand stores, wholesalers, restricted retail sales, and other mixed-use developments which are predominantly retail and utilize a common parking area through mutual parking agreements, parking shall be provided at a ratio of at least 4.5 spaces for every 1,000 square feet of gross floor area. For uses such as retail stores principally displaying and selling furniture, floor coverings, pianos and organs, and large appliances, parking shall be provided at a ratio of at least 1 space per 600 square feet of floor area.



Figure 5-1 Aerial Imagery of Site 3

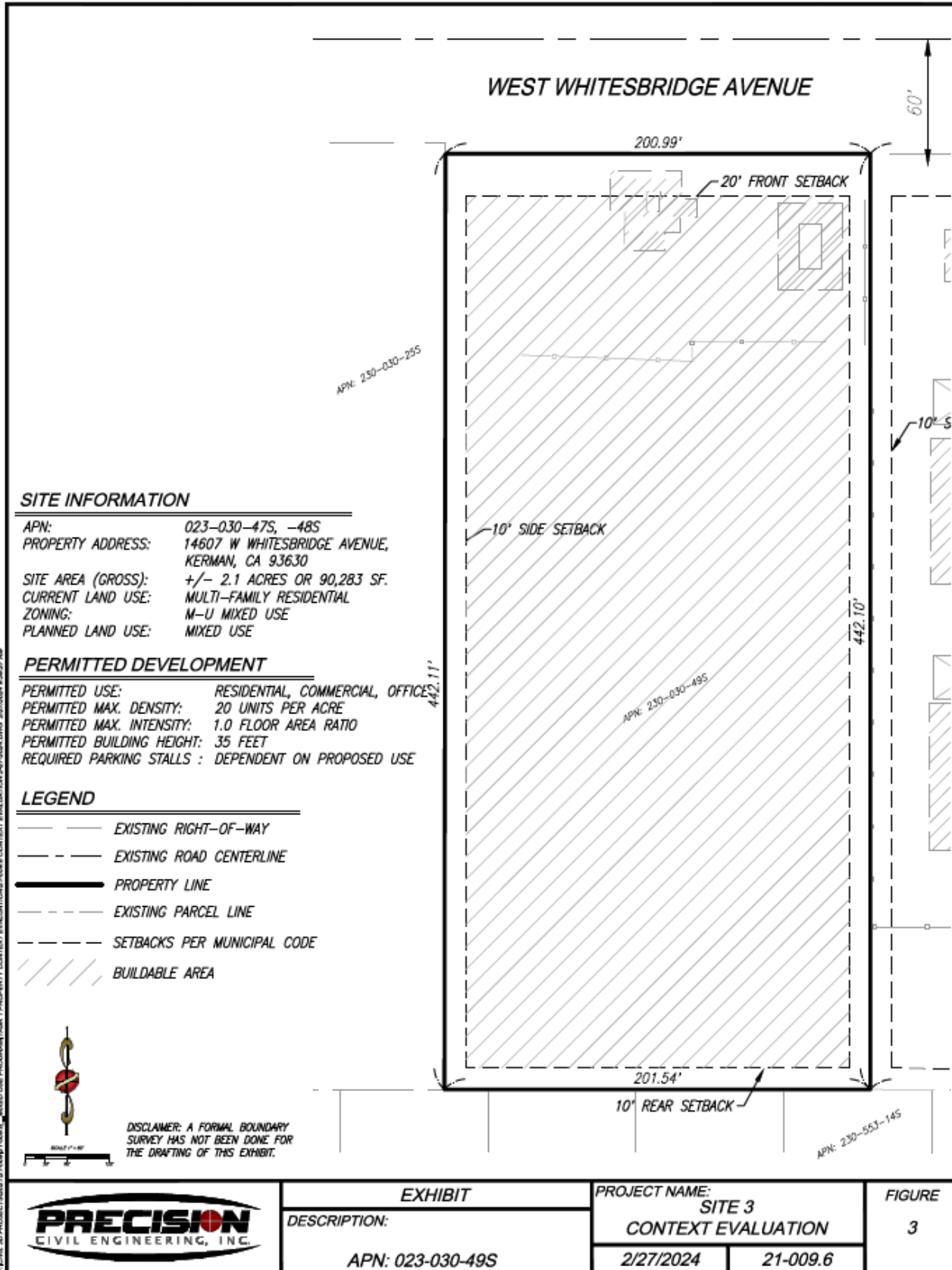


Figure 5-2 Context Evaluation: Site 3

5.2 Design and Sustainability

Site 3 conceptual master plan proposes the development of 5 duplexes, or 10 dwelling units, and three (3) buildings totaling 16,500 square feet of office or commercial space.

The design of Site 3 includes these characteristics:

- Land use: The proposed office and commercial space takes up approximately 70% of the site. This is due to the city's demand for office spaces. Office and commercial space are designed to be located near the site frontage, State Route 180. This allows offices, retail, and services to be exposed to passersby and residential dwellings to be shielded from traffic along the highway.
- Vertical mixed use: Office/commercial buildings and residential units are separated by internal driveways, parking lots, and landscaping within the site. There are no existing mixed-use developments within the city. As such, different uses being located within different buildings would better match the character of Kerman.
- Height: The proposed height of the structures is one (1) story. This is consistent with most structures in the city. Existing offices along Madera Avenue and commercial/retail uses west of the site are one (1) story. Out of the ten (10) apartments in Kerman, seven (7) apartments are one (1) story, and three (3) apartments are two (2) stories. The existing apartment on Site 2 is also one (1) story. As such, it is anticipated that development in this area would be one (1) story. Additionally, one (1) story structures are less costly to design and construct, and developers would be able to utilize the pre-approved duplexes from Kerman's Multi-Family Conceptual Design Program, which further lowers design costs.

5.3 Public Safety and Traffic

The final conceptual master plan was routed to California Department of Transportation (Caltrans), North Central Fire Protection District, Kerman Planning Department, Kerman Engineering Department, and Kerman Police Department. This ensures that public safety (fire, police, and engineering) and traffic (Caltrans) issues are identified and resolved, if any. Comment letters provided by these agencies are attached in [Appendix B](#). A summary of the comments from each agency is included below.

5.3.1 Caltrans

See [Section 3.3.1](#).

5.3.2 North Central Fire Protection District (NCFPD)

The comments, or conditions, offered by the NCFPD are in accordance with the 2022 California Building and Fire Codes. The comments are for Site 1, Site 2, and Site 3. Conditions are general as regulated per the 2022 California fire Code, including:

- Fire apparatus access lanes to within 150 feet of exterior walls of project building shall have an unobstructed width of 20 feet and be capable of supporting the weight of a fire apparatus in all weather. Fire access lanes shall be posted "NO PARKING-FIRE LANE". All weather fire access roads shall be established prior to start of combustible construction.
- Provide public and/or on-site fire hydrants so that no exterior wall of a project building is more than 400 feet from a hydrant. Hydrants shall be operational prior to the start of combustible construction.

5.3.3 Kerman Planning Department

The Planning Department leads the effort of developing the Program. The location, land use, and type of development on the site is designed under the consideration of local knowledge provided by the Planning Department.

5.3.4 Kerman Engineering Department

Preliminary conditions proposed by Engineering Department includes connections of utilities from Vineland Avenue and Whitesbridge Road, which are shown on the site plan. Improvements along adjacent roads are also required. All preliminary conditions are listed below.

1. Obtain water service from existing water main in Whitesbridge Road.
2. Direct sewer flows to existing facility in Vineland Avenue.
3. Direct storm drain flows to existing facility in Whitesbridge Road.
4. Underground existing overhead utilities along development frontage.
5. Construct Whitesbridge Road surface improvements per Caltrans standards.
6. Will require covenants, conditions and restrictions.

5.3.5 Kerman Police Department

The Police Department is concerned about potential traffic hazards for entrance/exit to the site off of Whitesbridge Avenue. Traffic issues have been present for similar sites when people traveling westbound make a southbound turn into the site. The Police Department proposes adding a southbound turning lane on Whitesbridge Avenue to resolve this issue.

6 APPENDIX A: CALTRANS LETTER

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616
(559) 908-7064 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov



February 15, 2024

FRE-180-43.064

Request for Information - External
SR 180 and access in City of Kerman

<https://ld-igr-gts.dot.ca.gov/district/6/project/31906>

SENT VIA EMAIL

Shin Tu
Precision Civil Engineering, Inc.
1234 O Street
Fresno, CA 93721

Dear Mx. Shin Tu:

Thank you for the opportunity to review the site base maps for parcels with planned conceptual site plans. The project is located on the southwest corner of State Route (SR) 180 and Vineland Avenue in the City of Kerman.

This is a request for information regarding right-of-way and any required dedications for the parcels directly south of SR 180 and if there were any requirements/standards on providing access to SR 180.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. As a point of information, the Fresno Council of Governments' (FCOG) 2022 Regional Transportation Plan has a Financially Constrained Project (FCOG Project ID: FRE500888) to improve Whitesbridge Avenue (SR 180) to a 4-lane divided roadway which is listed as a City of Kerman project. According to Caltrans' Transportation Concept Report (TCR) for SR 180, the ultimate concept for this segment is a 4-lane expressway with an ultimate right-of-way width of 170 feet (85 feet from the centerline).
2. Based on our records, it seems that the site base maps you have provided seem to reflect the most current right-of-way maps.
3. Regarding access to SR 180 from the parcels, it is anticipated that driveways will not be permitted within the existing right-turn lane on SR 180 given there is an existing driveway just west of the property line.

4. Please note that depending on the intensity of the development for the parcels, a median island may be required as part of the development.
5. Additional right-of-way may be requested to accommodate a 10-foot sidewalk depending on the width of the existing sidewalk north of the parcels along SR 180.
6. We appreciate the early involvement and encourage project proponents to provide conceptual designs and site plans early to allow for proper feedback. Please also note that any anticipated work along SR 180 within the State right-of-way will require an encroachment permit.

If you have any other questions, please call or email Christopher Xiong at (559) 908-7064 or Christopher.Xiong@dot.ca.gov.

Sincerely,



DAVID PADILLA, Branch Chief
Transportation Planning – North

7 APPENDIX B: AGENCY PRE-REVIEWED COMMENTS

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616
(559) 981-7373 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov



June 4, 2024

06FRE-180-43.087

KERMAN MIXED USE DEVELOPMENT

SITE PLAN REVIEW

GTS: <https://ld-igr-gts.dot.ca.gov/district/6/report/32519>

Sent via email

Manuel Campos- Assistant Planner/Project Manager
Community Development Department
City of Kerman
850 S. Madera Avenue
Kerman, CA 93630

Dear Mr. Manuel Campos:

Thank you for the opportunity to review the Site Plans #2024-01, 02, and 03 for a mixed-use development. Site Plan 2024-01 consists of 10 duplexes and 26,060 square feet of office/commercial space. Site Plan 2024-02 consists of 12 duplexes and 13,750 square feet of office/commercial space. Site Plan 2024-03 consists of 5 duplexes and 16,500 square feet of office/commercial space. The proposed development is located on the southwest corner of State Route 180 (Whitesbridge Avenue) and Vineyard Avenue in the City of Kerman in Fresno County.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development Review (LDR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

As a point of information, the segment of State Route 180 adjacent to the project site is a 4-lane conventional highway with an eastbound left turn lane and a right turn lane.

1. Limiting adjacent access connections is essential for the safe and efficient operation of a major roadway. For the given speed limit of 50 mph, the ideal spacing between adjacent access connections (driveways, intersections, etc.) is recommended to be a minimum of 1,325 feet (refer to TRB Access Management Manual 2nd Edition, Exhibit 15-13).
2. Ideally, there should not be multiple driveways along a short segment of State Route 180. Thus, only one shared driveway is recommended between Site Plan 2024-02 and Site Plan 2024-03 along the frontage of these three site plans. A 16 foot-wide right-turn lane with a 6-foot-wide bike lane should be provided to this driveway.
3. Caltrans requires that all three site plans be combined into a single master site plan to help with the assessment of the proposed driveways. On Site Plan 2024-01 access to the site is proposed via two driveways on Vineland Avenue and one point of ingress/egress to the property on the west. On Site Plan 2024-02 access to the site is proposed via two driveways to State Route 180 (one shared with Site Plan 2024-03), one point of ingress/egress to the property on the east, and one point of ingress/egress to the west. On Site Plan 2024-03 access to the site is proposed via two driveways on to State Route 180 (one shared with Site Plan 2024-03) and one point of ingress/egress to the property on the east.
4. Significant upgrades to the highway would be necessary, specifically the construction of a raised median across the frontage of all three site plans. Additional frontage improvements, such as wider sidewalk may be required along State Route 180. Offsite improvements for the proposed development should run consistently with the newer development to the east. An additional Right of Way amount of 45 feet from the centerline may be required.

Mr. Manuel Campos
June 4, 2024
Page 3

If you have any further questions, please contact Nicholas Isla at (559) 981-7373 or email nicholas.isla@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'David Padilla', with a stylized, flowing script.

DAVID PADILLA, Branch Chief
Transportation Planning – North



NORTH CENTRAL FIRE PROTECTION DISTRICT

Board of Directors: Ken Abrahamian • Cheryl Belluomini
Michael Foglio • Rusty Nonini • Amanda Souza
Fire Chief: Timothy V. Henry, CFO, EFO

Fire Headquarters
15850 W. Kearney Boulevard
Kerman, California 93630-9335
(559) 275-5531 • FAX (559) 846-3788
www.northcentralfire.org

April 16, 2024

Manuel Campos, Assistant Planner
Community Development Department
850 S. Madera Ave
Kerman, CA 93630

Transmitted by Email to: mcampos@cityofkerman.org

RE: SPR 2024-01, SPR 2024-02, SPR 2024-03

Applicant Name **City of Kerman, Jesus Orozco**

Project Address 14527, 14559 Whitesbridge, 23, 37 South Vineland

Project City & Zip **Kerman, 93630**

Project APN: **023-030-075, 085, 455, 465**

North Central Fire Protection District (NCFPD) has received Site Plans for the above referenced project along with the associated documentation. The Fire District does not have land use authority and cannot approve or deny these types of applications. The following comments are offered at this time as advisements to the project for future permitting requirements. The comments / conditions are in accordance with the 2022 edition of the California Building and Fire Codes. This review is ONLY for SPR 2024-01,02,and03 applications. Review was NOT completed for structural elements of the site.

Before plans are submitted to the North Central Fire Protection District please visit our website at www.NorthCentralFire.org and fill out the Fire District Permit Application (**DFP-001f**) to submit with your plans.

The conditions of approval are as follows:

1. Fire access shall be provided as per Chapter 5 and Appendix D of the 2022 California Fire Code. Fire apparatus access lanes to within 150 feet of exterior walls of project building shall have an unobstructed width of 20 feet and be capable of supporting the weight of a fire apparatus in all weather. Fire access lanes shall be posted "NO PARKING-FIRE LANE". All weather fire access roads shall be established prior to start of combustible construction.

2. Fire department water supply shall be per Chapter 5 and Appendix B of the 2022 California Fire Code. Hydrant spacing, location and main sizes have not been evaluated at this time as water mains and hydrants are not included in plans. Provide public and/or on-site fire hydrants so that no exterior wall of a project building is more than 400 feet from a hydrant. Hydrants shall be operational prior to start of combustible construction.
3. The unmodified Needed Fire Flow (NFF) for this project, based on the largest building, is 2750 gpm at 20 psi residual pressure.

Please contact the NCFPD at Fire.Prevention@NorthCentralFire.org to schedule a site inspection for verification of the above conditions.

Sincerely,



Rodger Maggio
Contract Fire Plans Examiner

Manuel Campos

From: Wilkins, Steve (Kerman PD) <Steve.Wilkins@fcle.org>
Sent: Monday, April 22, 2024 12:17 PM
To: Manuel Campos
Cc: Jesus Orozco
Subject: RE: Request for comments - SPR 2024-01, 02, and 03

Good afternoon Manuel. See below for our only comment. Thanks.

The only issue/concern I see so far is if they do plan to put the entrance/exit to the site off of Whitesbridge Avenue. The traffic issues when people are traveling westbound and try to make the southbound turn into the site would create more of a traffic hazard. We already have issues with people trying to do the same turning movement when they enter the shopping center Slumberger Lumber is located at. Unless they add/create a southbound turning lane for the entrance, if they do in fact choose to put it there. I know there are two designs, one showing an entrance on Whitesbridge Avenue and the second having the entrance on Vineland Avenue.



Steve Wilkins

Chief of Police
Kerman Police Department
Phone 559-846-6655
Email steve.wilkins@fcle.org
850 S. Madera Ave., Kerman CA 93630

From: Manuel Campos <mcampos@cityofkerman.org>
Sent: Thursday, April 4, 2024 11:05 AM
To: Jesus Gonzalez <jesusgonzalez@yhmail.com>; Fire Prevention <fire.prevention@northcentralfire.org>; Wilkins, Steve (Kerman PD) <Steve.Wilkins@fcle.org>; Barcoma, Wil (Kerman PD) <Wil.Barcoma@fcle.org>; Isla, Nicholas@DOT <Nicholas.Isla@dot.ca.gov>; Padilla, Dave@DOT <dave.padilla@dot.ca.gov>
Cc: Jesus Orozco <jorozco@cityofkerman.org>; Shin Tu <stu@precisioneng.net>
Subject: Request for comments - SPR 2024-01, 02, and 03

**** EXTERNAL EMAIL ** Use caution opening attachments or clicking on links from unknown senders. ****

Good morning all,

Attached, is a request for comments on the City's Mixed Use Development Conceptual Design Program that is proposed for the properties on the SW corner of W. Whitesbridge Rd. and S. Vineland Ave.

Attached:

Distribution Letter
Operational Statement x3
Site plan x3

Aerial View

Please provide comments by **April 26, 2024**.

Feel free to contact me with any questions.



Thank you,

Manuel Campos | Assistant Planner

City of Kerman | Community Development Department

p. (559) 846.9384 ext. 316 | f. (559) 846.6199

850 S. Madera Ave. Kerman, CA 93630

mcampos@cityofkerman.org

www.cityofkerman.net

This email has been scanned for spam and viruses by Proofpoint Essentials. Click [here](#) to report this email as spam.