

# DRAFT ANDERSEN VILLAGE SPECIFIC PLAN

County of Tulare & City of Kingsburg



Prepared by the



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# Part One: Introduction

## 1.1 Introduction

Andersen Village (Hash Development Project) is a development in the southeast portion of the City of Kingsburg and the northern portion of Tulare County. It is uniquely situated because it has been designated for many years to be developed as an integral part of the southeast portion of the City of Kingsburg, yet it is situated in both Tulare County and Fresno County. (See Figures 1-1 and 1-2.) Both the City of Kingsburg and the County of Tulare have long histories of city-centered growth. As part of their respective growth plans, each has adopted various regulatory documents that encourage (and in some cases, require) that urban developments be confined to urban settings. The County of Tulare was one of the first in the state to adopt an Urban Boundaries Element to its General Plan, and it has utilized Urban Development Boundaries to focus growth. The City of Kingsburg has employed similar mechanisms such as growth phasing lines and a Sphere of Influence to identify areas that should be urbanized as part of Kingsburg.

The Andersen Village project is a property that is both in the County of Tulare's Kingsburg Urban Development Boundary and Kingsburg's Sphere of Influence. Tulare County designates it for mixed use (commercial and residential), while Kingsburg's General Plan designates it for lower density residential development. The range of uses permitted by the County's plan is quite broad and extensive, with some uses possibly conflicting with existing nearby residential neighborhoods. As might be expected, the two jurisdictions have different development standards, and zoning regulations that, if applied in their present forms, would lead to inconsistent development, and development that does not meet normal urban development standards for Tulare County cities or for Fresno County cities. The purpose of this Specific Plan is to establish planning standards and an implementation and regulatory framework that insures the development's compatibility with Kingsburg's development and design standards.

The content and approach of the Specific Plan is based on the following objectives:

1. Zoning and lot development standards that are as consistent as practicable with the Kingsburg Zoning Ordinance, and are like the North Kingsburg Specific Plan. It is the intent that this document, when adopted by ordinance by the County, will establish those standards for the County areas, the same as they do for the City portions of the Specific Plan.
2. Development of a residential area that blends with and transitions from the existing development pattern in southeast Kingsburg, to the project's newer development pattern.
3. Development of a mix of residential land uses that will provide a variety of housing opportunities, including larger lot single family, standard single-family lots, and limited low-rise attached single family uses.
4. Improvement standards for roads and utilities that are consistent with the City of Kingsburg's adopted Improvement Standards. It is the intent that this document, when adopted by ordinance by the County, will establish those standards for the County areas, the same as they do for the City portions of the Specific Plan.

5. Development of special improvement standards and regulations that will enhance the amenities for the project, including bike paths, pedestrian connections, parks and other features.
6. Development of an infrastructure financing and implementation mechanism that ensures that appropriate infrastructure is installed, and that capital needs for each jurisdiction are met, including the provision of needed public safety facilities.
7. Development of a fiscal framework that ensures that the City and County do not carry a fiscal burden to support the project. To achieve this, special agreements and financing mechanisms shall be established that will provide for adequate ongoing fiscal revenues to the City and the County, and that adequate provision is made for the maintenance of public infrastructure and private open space and improvements. This will require the development of a tax sharing agreement between the City and County, and establishment of infrastructure financing and maintenance mechanisms such as a Landscaping and Lighting District (LLD) or a Community Facilities District (CFD).

This Specific Plan sets for the framework and regulations to achieve the above goals and objectives. Following this Introduction, the Specific Plan document contains the following sections and elements.

**Part Two: Plan Goals and Objectives**—Goals and policies for the Specific Plan and how they are compatible with the Fresno County General Plan, the Kingsburg General Plan, the Tulare County General Plan, and respective LAFCo policies.

**Part Three: Land Use and Zoning**--Land Use Designations and Zoning designations for the Specific Plan, and zoning standards, including setbacks, height and other applicable standards.

**Part Four: Circulation and Street Design**—Designation of street classification in the Specific Plan area, including local streets, collectors and arterials, and street cross-sections that meet or exceed Kingsburg's standards. Also, an onsite pedestrian and bicycle circulation network that connects to existing facilities.

**Part Five: Utilities and Infrastructure**—The sewer, water and storm drainage plan for the Plan Area.

**Part Six: General Services**—Public services for the project including public safety, recreation, parks and emergency services.

**Part Seven: Development Standards and Design Guidelines**--These standards have been adapted from the City's North Kingsburg Specific Plan and tailored to the project site, as appropriate.

**Part Eight: Financing and Implementation**—Recommended financing mechanisms, tax sharing, applicable City and County impact fees in the Plan Area.

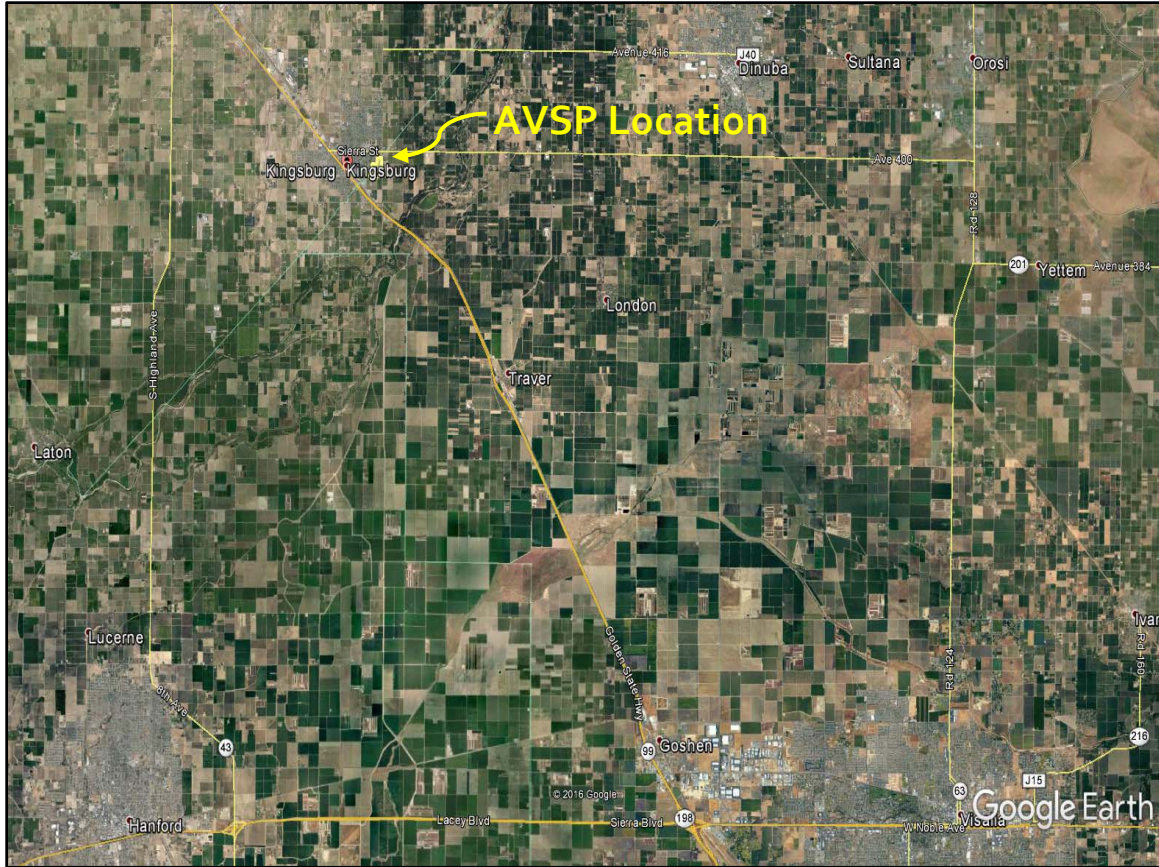
**Part Nine: Environmental**—Summary of the EIR and applicable mitigation measures adopted as part of the Specific Plan.

**Part Ten: Specific Plan Enforcement and Implementation**—Implementation of the Specific Plan after adoption, and processes and authorities for amending, interpreting and adjusting the Specific Plan.



Figure 1-1

Location Map



## 1.2 Executive Summary

The Andersen Village Specific Plan (“AVAVSP” or the “Plan”) will guide development on 52 acres in the City of Kingsburg and the unincorporated area of Tulare County. Currently, the Plan Area has two (2) acres in Fresno County, two (2) acres in the City, and roughly 48 acres in Tulare County. The Plan will provide for a mix of residential uses from low density to low rise medium density neighborhoods. The Plan calls for meeting the City’s R-1-7 residential lot requirements (7,000 square foot) in the single-family areas, and the City’s RM-3.0 standards for the multi-family neighborhood (fourplexes) fronting along Kern. Amenities include approximately 2.5 acres of multi-use park features, street side landscaping, and a multi-use pedestrian and bike trail around the perimeter of the project and connecting sidewalks and trails at Madsen/Sierra and Kern/18<sup>th</sup> Avenue. Streets include landscaped pedestrian corridors, parkways and perimeters, and bulbouts. (See Figures 1-3, 1-3A and 1-4.)

The Local Agency Formation Commissions (LAFCO) for both Fresno and Tulare County will play a large role in approving the various reorganizations required. The intent is to service the project with City water, which will require an Extraterritorial Service approval by Tulare County LAFCo, the annexation of the (2) acres in Fresno County to the City, and the annexation of the Tulare County portion of the Plan Area to the Selma Kingsburg Fowler (SKF) Sanitation District (it is presently in the District Sphere of Influence to be annexed). Through intra-jurisdictional agreements for water, parks, streets, landscaping and lighting maintenance will be provided to the areas (+/- 48 acres) within Tulare County by the City of Kingsburg. The Selma Kingsburg Fowler Sanitation District will annex the areas within Tulare County into its borders to provide waste water treatment.

This Specific Plan will require approval by the County of Tulare Board of Supervisors. This Specific Plan (SPA 16-001) includes Change of Zone PZC 16-004 (from Agriculture to a Specific Plan Area), and under Government Code 65850 adoption of plans that effectively rezone property must be completed by ordinance. Tentative Map TTM 16-002 was also submitted, which was reviewed and approved concurrently with the SPA / PZC. No further “Use Permits” are required as all Site Plan Review and Exceptions are approved as part of the Specific Plan / Development Plan approval process.

The City’s annexation of the land within Fresno County has changed the Fresno County’s land use from “Agriculture” to “Residential” consistent with the City’s General Plan. The areas already in the City are consistent with the City’s R-1-7 residential designation, and the County considers the land use in Tulare County to be “Mixed Use.” The Project is consistent with the long-term goals for Fresno County General Plan, the Tulare County General Plan, and the City of Kingsburg’s General Plan, and has been anticipated for development within the City’s Sphere of Influence (SOI) since the City’s expansion of the SOI / Urban Limit Line.

The proposal for this subdivision is for 160 R-1-7 single family residential units and ten (10) multi-family (fourplex) lots (with a total of 40 units). By establishing a common development code for the Plan Area, compatible and consistent development can take place across City and County lines. Development is expected to occur over four (4) phases and be achieved through a “Vesting Tentative Map.” (See Figure 1-4). Once the Specific Plan is adopted, each jurisdiction will adopt a conforming tentative map for areas under its jurisdiction.

Design standards from the *North Kingsburg Specific Plan* have been adapted for the Project site and this Specific Plan contains special site development and design regulations in Part 7 of this Specific Plan. The

Plan will be implemented through the *finance plan* described in Part Eight and regulated by the *developer agreement*. Water and General Services will be provided by the City for the most part, through a revenue/tax sharing agreement with the County. The project is located adjacent to existing schools, with the students attending Kingsburg Schools, and medical services and communications already exist in the City.

### **1.3 Authority**

The adoption of the Specific Plan by the County of Tulare and City of Kingsburg is authorized by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. As set forth by the Government Code, specific plans must contain the information outlined below in text or exhibits. References to the location of this information within the Specific Plan are shown below in italics.

- The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan. (See Part Three, Land Use and Zoning; and Part Seven, Development Standards and Design Guidelines.)
- The proposed distribution, location, 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. (See Part Four, Circulation and Street Design; Part Five, Utility Infrastructure; and Part Six, General Services.)
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable. (See Part Nine, Environmental; Part Seven, Development Standards and Design Guidelines.)
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the above items. (See Part Seven, Development Standards and Design Guidelines; Part Eight, Financing and Implementation; and Part Ten, Plan Enforcement and Implementation.)
- A statement of the relationship of the Specific Plan to the General Plan (See Part Two, Plan Goals and Objectives.)

Specific plans may be adopted by resolution or by ordinance (Government Code Section 65453). Both Planning Commissions and County Board of Supervisors and City of Kingsburg City Council hearings are required. Tentative maps, parcel maps, and zoning ordinances applicable to the Specific Plan area, and local public works projects must be consistent with the Specific Plan (Government Code Section 65455).

**Figure 1-2**  
**Aerial of AVASP Project Site**





Figure 1-3

AVSP Conceptual Design Plan

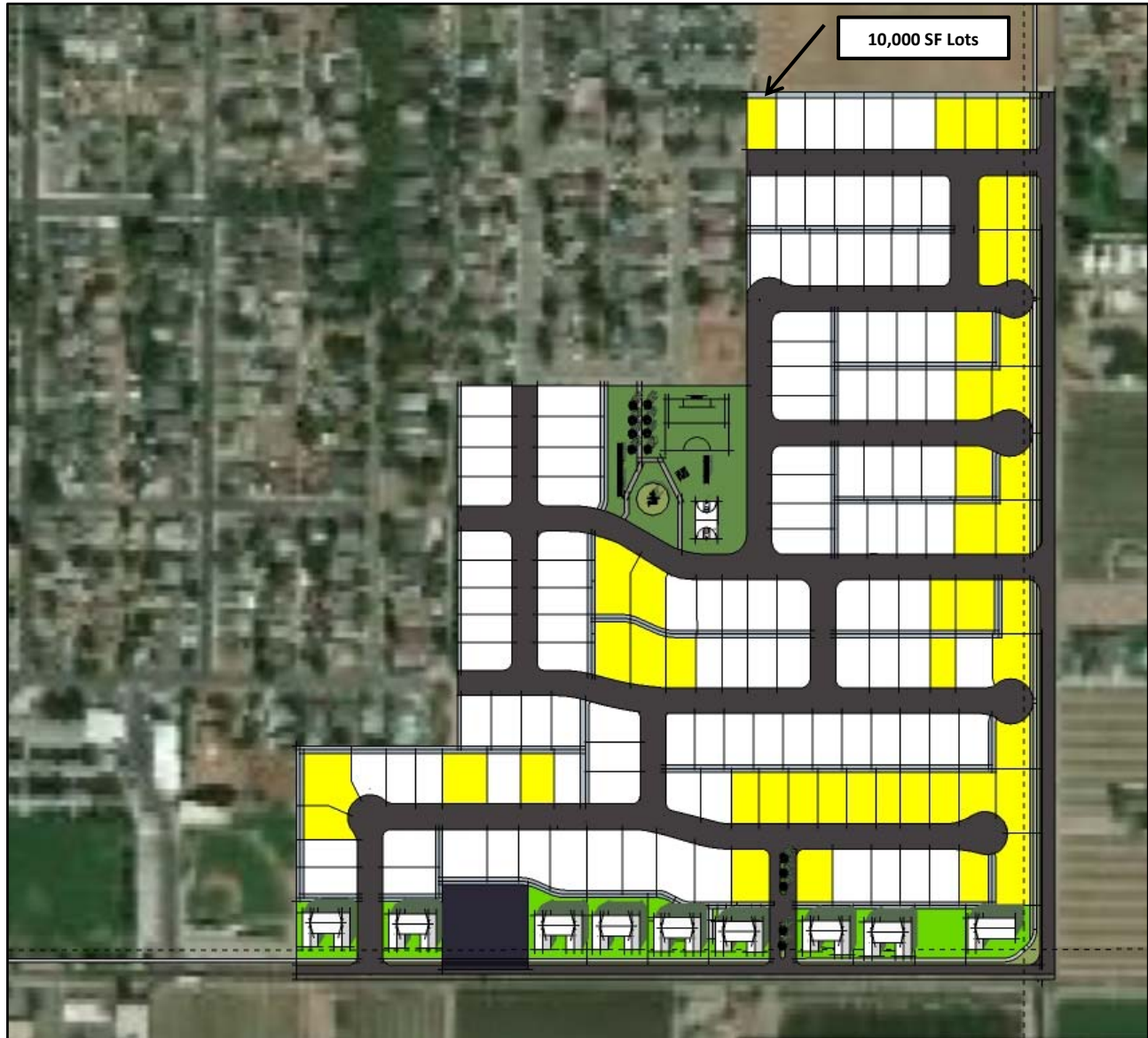
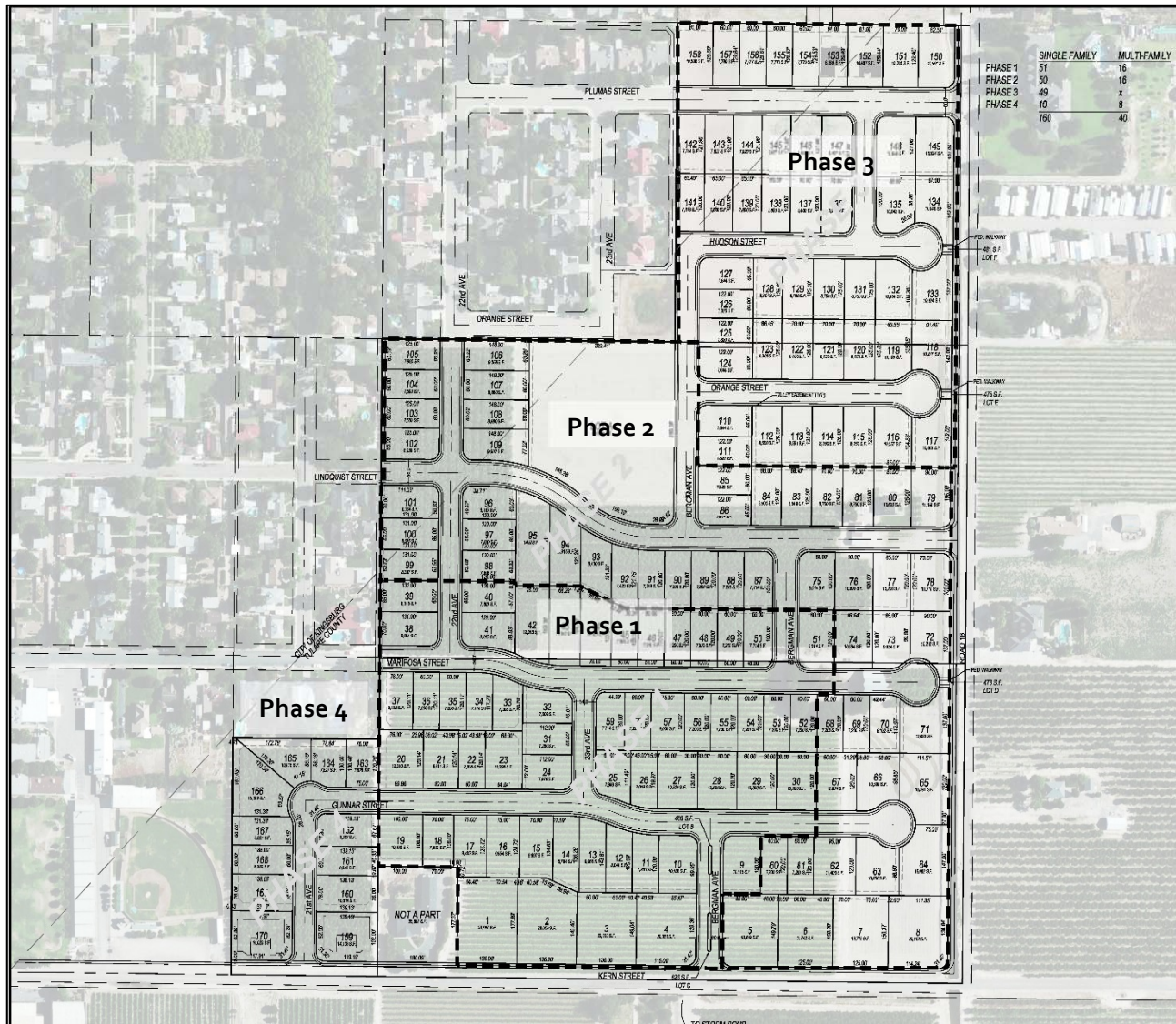


Figure 1-4

Vesting Tentative Map



# Part Two: Plan Goals and Objectives

## 2.1 Goals and Objectives

The AVSP goal is to guide the development of this project across multi-jurisdictional boundaries in a clear functioning document to be used by all agencies, through the numerous entitlements, annexations and agreements required for the successful implementation of this plan.

The plan itself borrows the best of the zoning and design standards from these agencies, and its objective is to include the following:

- 2.1.1 Provide a mix of residential housing development*
- 2.1.2 Provide a community with lot sizes consistent with the North Kingsburg Specific Plan standards*
- 2.1.3 Provide a cohesive neighborhood across multi-jurisdictional boundaries*
- 2.1.4 Provide additional new housing in the City of Kingsburg and the unincorporated area of Tulare County to benefit the Kingsburg Downtown area*
- 2.1.5 Provide concentric development along the edge of an existing development pattern*
- 2.1.6 Provide a development pattern that is woven into the existing City Street Network, and with traffic calming features to reduce significant added trips through the existing neighborhood*
- 2.1.7 Provide additional open space and recreational amenities, and a rate that exceeds current City standards*
- 2.1.8 Provide safer and quieter streets and efficient street patterns*
- 2.1.9 Provide a higher quality of development pattern and development standards*
- 2.1.10 Provide a positive fiscal impact for the City and County as a whole*

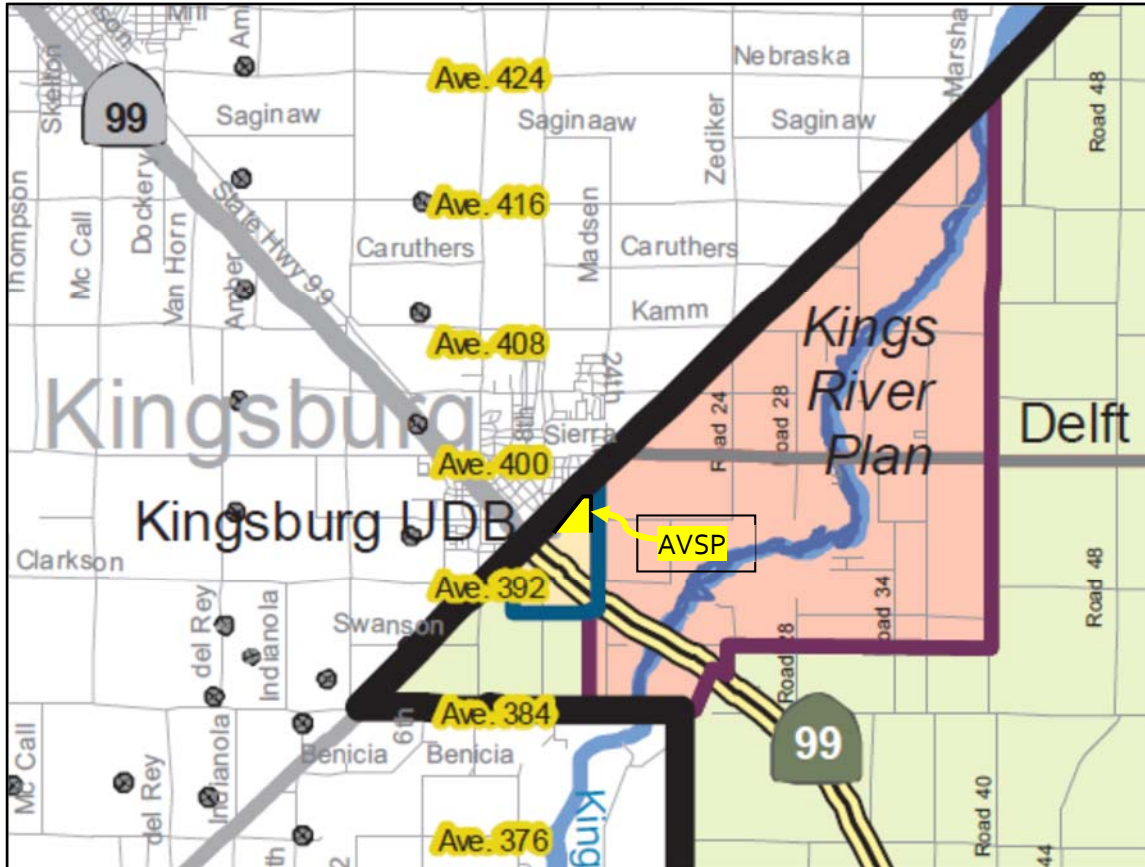
## 2.2 Relationship to the 2030 Tulare County General Plan (2012)

The Tulare County General Plan (TCGP) recognizes that the area outside the City to the south has an existing Urban Development Boundary (UDB), but no “Area Plan” has been adopted. The Kings River Plan (KRP) is adjacent to the AVSP, but the project is not impacted by the policies of the KRP (See Figure 2-1). The KRP begins immediately east of the project area and is designated for agricultural, conservation, and recreation with minor developments along SR 201, Road 33 and Road 40. The 1982 KRP will limit any potential development expansion eastward and has established natural resource, agricultural and other environmental conservation goals.



Figure 2-1

Kings River Plan and Kingsburg UDB



Source: TCGP (2012)

Figure 2-1 above and Figure 2-2 below depict the Project area's location regarding the County-designated Kingsburg UDB line (Blue Line) and the Kings River Plan Boundary Line. The County's General Plan Goal PF-4 directs development within UDB's, that such growth be well planned, and has necessary infrastructure. County General Plan Policy PF 4.13 states that the County requires projects adjacent to cities meet city development standards. County General Plan policies PF-4.13 through PF-4.27 call for coordination and collaboration with City's affected by County developments including requests for annexation and the imposition of impact fees within a County Adopted City Urban Development Boundary (CACUDB) such as the County's Kingsburg Urban Development Boundary illustrated in Figures 2-1 and 2-2. Therefore, this project, subject to agreements with the City of Kingsburg, is consistent with the Tulare County General Plan (TCGP).

Other applicable Tulare County General Plan policies including the following:

**PF-1.2 Location of Urban Development** - The County shall ensure that urban development only takes place in the following areas:

1. Within incorporated cities and County Adopted City Urban Development Boundaries (CACUDBs);



2. Within the UDBs of adjacent cities in other counties, unincorporated communities, planned community areas, and HDBs of hamlets;
3. Within foothill development corridors as determined by procedures set forth in Foothill Growth Management Plans;
4. Within areas set aside for urban use in the Mountain Framework Plan and the mountain sub-area plans; and
5. Within other areas suited for non-agricultural development, as determined by the procedures set forth in the Rural Valley Lands Plan.

**PF-4.1 CACUABs for Cities** - The County shall establish CACUABs which define the area where land uses are presumed to have an impact upon the adjacent incorporated city, and within which the cities' concerns may be given consideration as part of the land use review process. The lands within the UAB are the next logical area in which urban development may occur and the area within which UDBs may ultimately be expanded.

**PF-4.13 City Design Standards** - Where the Board of Supervisors finds that it is consistent with General Plan objectives to approve development within the UDBs of incorporated cities, the County may require the project to substantiate sufficient water supply and meet the County adopted city development standards of the city in question.

**PF-4.14 Compatible Project Design** - The County may ensure proposed development within CACUABs is compatible with future sewer and water systems, and circulation networks as shown in city plans.

**PF-4.15 Coordination with Cities on Development Proposals** - The County shall ensure that urban development only take place in CACUDBs if one of the following has occurred:

1. The adjacent city does not consent to annex the property for development purposes (as evidenced through pre-zoning, development agreements, etc.); it shall be conclusively presumed that a city has not consented if it has not submitted an annexation proposal to LAFCo within six months from the date a request to annex is submitted to the city; or
2. Annexation is not possible under the provisions of State law, but it is determined by the County that development of the site does not constitute incompatible development.

**PF-4.17 Cooperation with Individual Cities** - The County may use the policies set forth under this goal (PF-4A) to work with individual cities to further manage development within that CACUDB or CACUAB to the extent that the financial needs of the County are met and the County's ability to provide facilities and County services used by all the residents in the County and cities is enhanced. The County and cities will establish a working committee to facilitate the policies identified in this section 4A.

**PF- 4.27 Impacts of Development within the County on City Facilities and County Facilities** - The County may work with a city to consider the adoption, imposition and collection for payment to the city pursuant to agreement in Development Impact Fees within the CACUDB, as may be proposed by the city from time to time to offset the impacts of development in the County on city facilities. Reciprocally and under the

same conditions, the city will consider the collection of Development Impact Fees within the city to offset the impacts of development within the city on County facilities.

**LU-3.1 Residential Developments** - The County shall encourage new major residential development to locate near existing infrastructure or employment centers, services, and recreation.

**LU-3.8 Rural Residential Interface** - The County shall minimize potential land use conflicts at the interface between urban development and existing developed rural-residential areas.

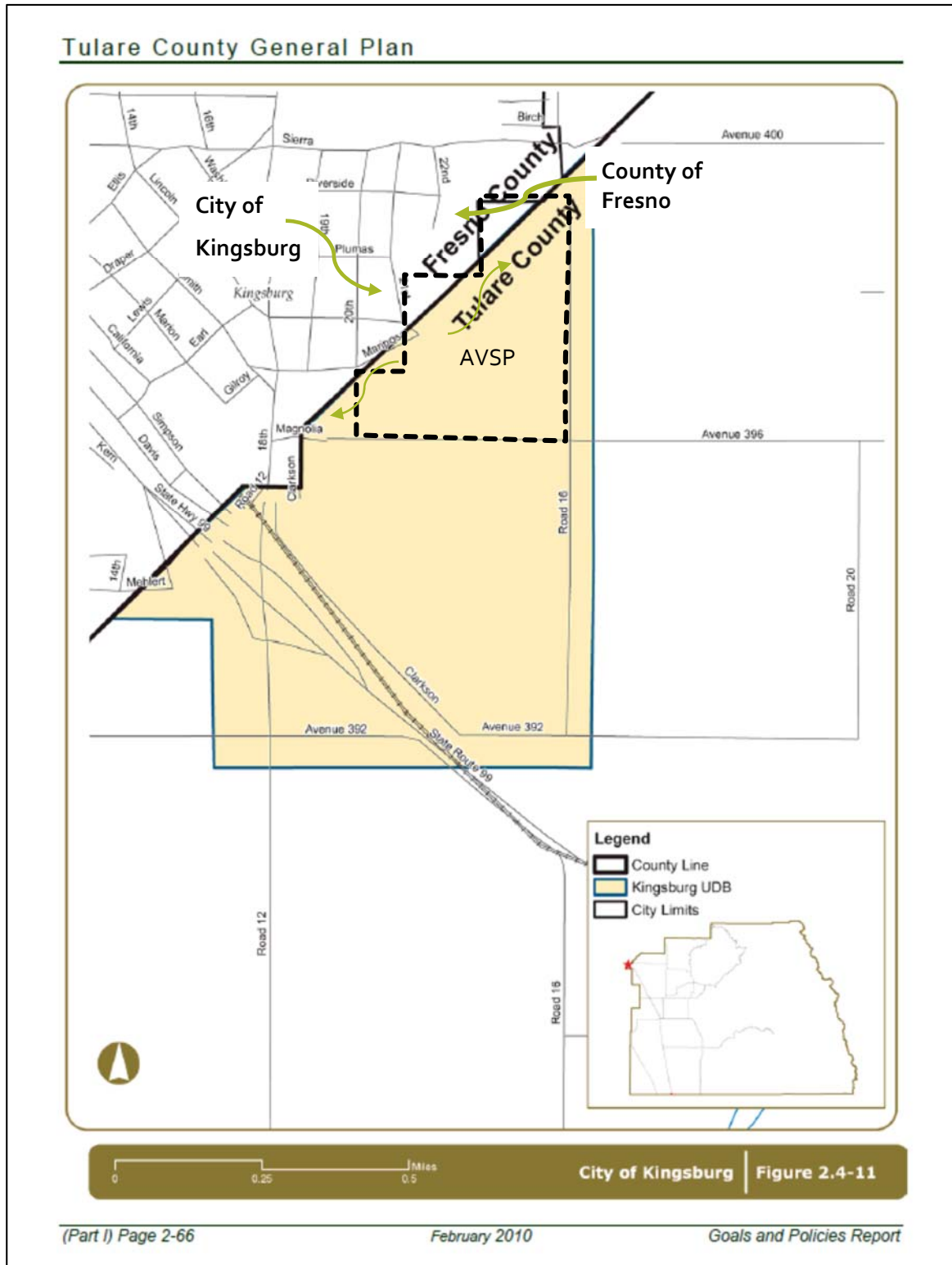
**LU-7.10 Gateways/Entry-points** - The County shall identify key entry points on the edges of the communities and support programs and projects that enhance gateways and transitional zones between communities to make each community more distinctive and inviting for residents and visitors.

**LU-7.16 Water Conservation** - The County shall encourage the inclusion of “extra-ordinary” water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development.

**PFS-1.4 Standards of Approval** - The County should not approve any development unless the following conditions are met:

1. The applicant can demonstrate all necessary infrastructure will be installed and adequately financed;
2. Infrastructure improvements are consistent with adopted County infrastructure plans and standards; and
3. Funding mechanisms are provided to maintain, operate, and upgrade the facilities throughout the life of the project.

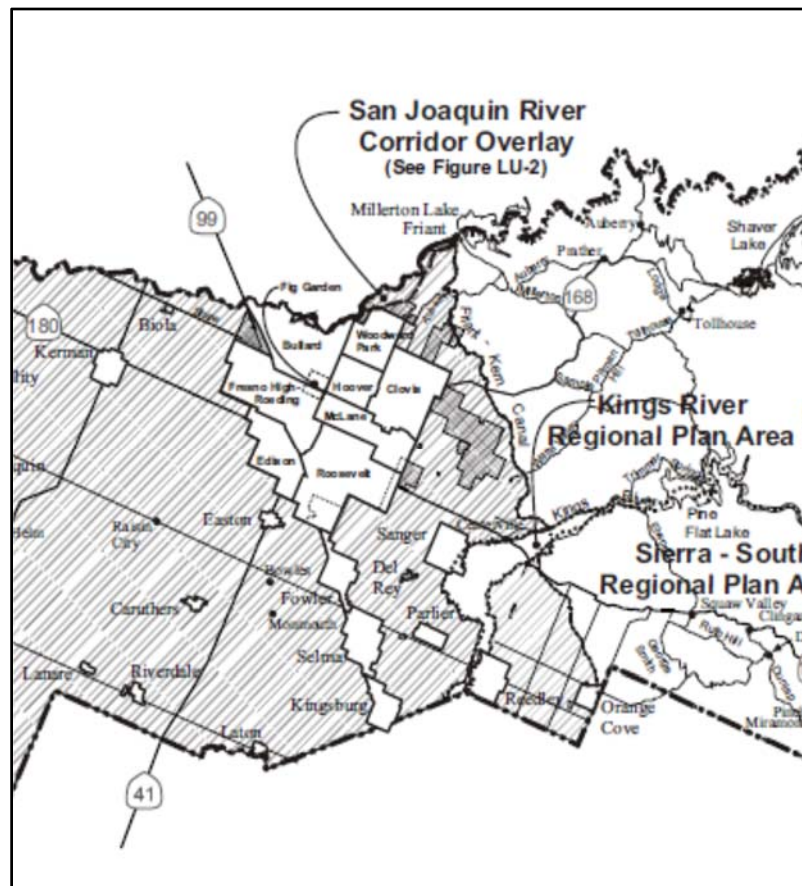
Figure 2-2  
Existing Kingsburg Boundaries



## 2.3 Relationship to the County of Fresno General Plan (2000)

Like Tulare County's Policy Framework and General Plan, the Fresno County General Plan (FCGP) addresses what they consider "fringe development" next to cities in the County. While the Fresno County regulations and policies do not apply in Tulare County, the Fringe Development policies are like Tulare County's and provide consistency. Of the two areas of the project currently within the County of Fresno, the more south westerly triangle is in the City, (see Figure 2-3). The northerly triangle is in the County of Fresno and will be annexed into the City of Kingsburg, which requires consultation with the County of Fresno. The County's current Land Use designation for the site is "Agriculture" will change with the annexation. Moreover, the City of Kingsburg is in the Fresno County Highway 99 Industrial Corridor Planning Area. Although the land is designated Agriculture in the FCGP, it is also in the SOI of the City, where its considered designated low density residential; thus, it is anticipated to develop consistent with Fresno County Policy General Plan LU-G.4, as follows.

**Figure 2-3**  
**Fresno County General Plan Land Use**



#### FCGP Goal LU-G.4

*“To direct urban development within city spheres of influence to existing incorporated cities and to ensure that all development in city fringe areas is well planned and adequately served by necessary public facilities and infrastructure and furthers countywide economic development goals.” (Source: FCGP (2000))*

As this is in the City’s fringe area adjacent to existing development, public facilities, and infrastructure and was pre-designated Residential by the Kingsburg General Plan, the AVSP is consistent with Fresno County General Plan Goals, Policies and Land Use.

## 2.4 Relationship to the City of Kingsburg General Plan (1992)

The City of Kingsburg General Plan has the following Goals to direct development in their City. As noted above, the project is within the City’s city development boundary, and the site is designated for lower density residential uses. The City General Plan Goals, as applied to this Specific Plan’s Objectives above, show the AVSP’s compliance with the City’s 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 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.*

**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.*

*Policy 3 of Goal No. 2 states that: Residential expansion should reflect the considerable variety of housing types that comprise the residential market of the region. In addition to conventional single-family detached housing, there is a strong market for small lot detached and attached (townhouse) single-family purchase housing for entry level buyers as an alternative to multi-family rentals. As an*

*alternative to large multi-family rental projects, there also is a market for owner-occupied multi-plexes. Other alternatives are the purchase and rental condominium, the single story garden apartment and well-designed mobile home park. As an overall standard, the City will seek to maintain a 70% to 30% ratio in the combined variety of single-family units provided as compared to the combined variety of multi-family units. This percentage is a fair reflection of regional characteristics of housing market demand, and will assure that Kingsburg will meet its fair share of the regional market for housing to meet the needs of low and low-moderate income households.*

**General Plan Goal No. 3:** *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.*

**General Plan Goal No. 4:** *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.*

**Policy 2 of Goal No. 4, Residential Areas:** *Multi-family projects shall include landscaped open space in addition to yard areas required by the zoning ordinance, to be developed for the common recreation use of tenants. Minimum facilities may be required for common recreation areas. Examples include tot lots for pre-school children, and passive recreation areas for lounging, sun bathing, barbecuing, quiet conversation and reading, including area to be shaded by trees and shade structures.*

**Policy 4 of Goals 4, Residential Areas:** *Multi-family site development and maintenance shall be in accordance with a comprehensive landscape development plan, including automatic irrigation.*

**General Plan Goal No. 5:** *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.*

**General Plan Goal No. 6:** *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.*

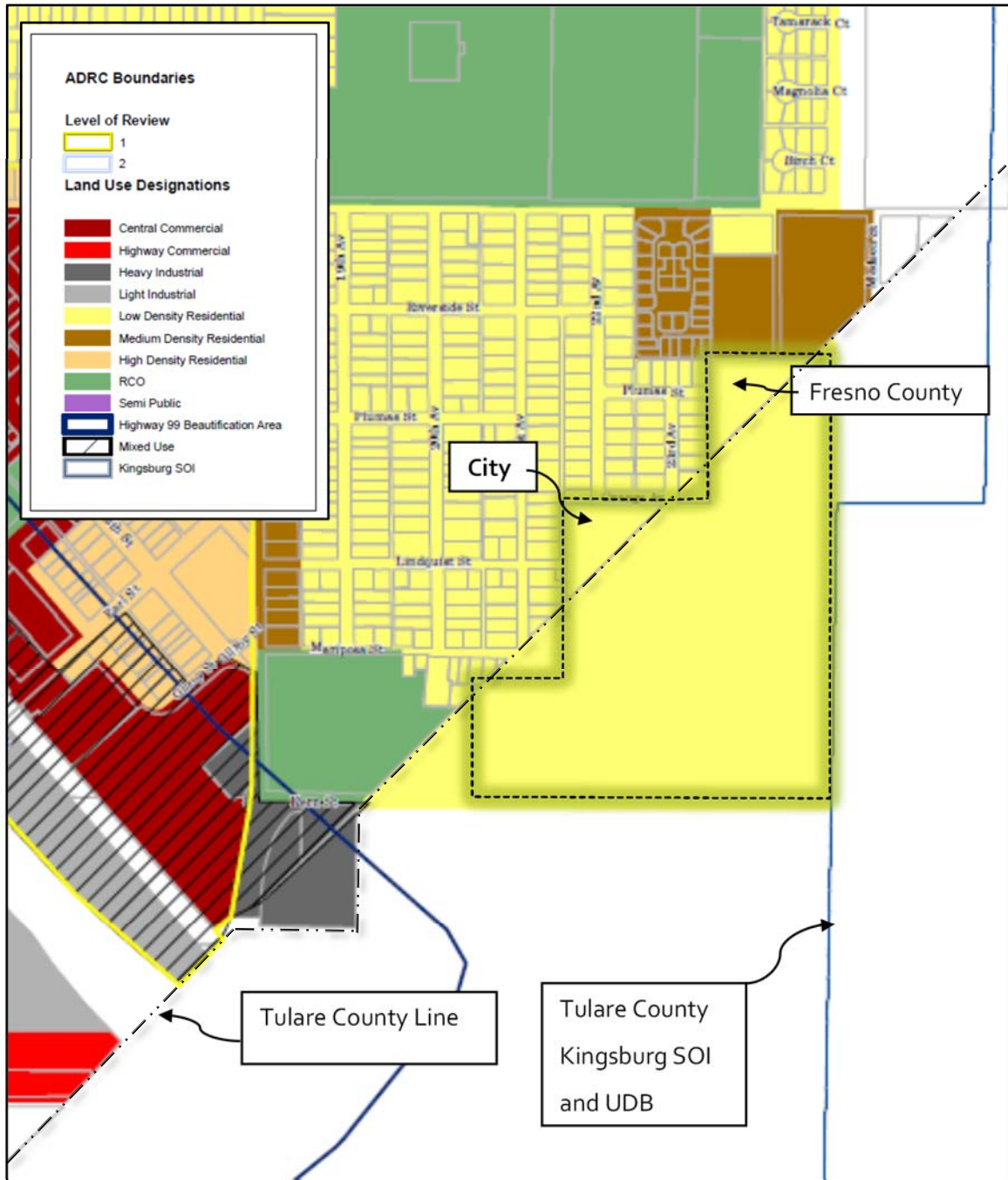
- *Increased transportation safety for citizens.*
- *The efficient movement of people and goods.*
- *Lower vehicle operating costs.*
- *Lower vehicle miles traveled with consequent reduction in vehicle emissions. f Economy in street construction and maintenance.*
- *A circulation system correlated and 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.*

**General Plan Goal No. 7:** *Noise Hazards - Goals for the noise environment of the community are to protect citizens from the harmful effects of exposure to excessive noise...”*

#### **2.4.1 City of Kingsburg Sphere of Influence**

The AVSP is within the Sphere of Influence of the City (see Figure 2-3). It was also pre-designated for “Low Density Residential” Land Use by the City’s Updated General Plan Land Use Diagram, as revised (GPA 2014-01).

**Figure 2-4**  
**Kingsburg General Plan Land Use Diagram**





# Part Three: Land Use and Zoning

## 3.1 Tulare County Land Use

The current land use designation for the Tulare County portion of the Plan area within the Kingsburg UDB and south of the City Limits is Mixed Use. This land use was given to all Planned Communities under the TCGP (2012), where no “Area Plan” has been adopted. Under the TCGP, Mixed Use is defined as “Any combination of retail/commercial, service, office, residential, hotel, or other use in the same building or on the same site typically configured in one (1) of the following ways:

- Vertical Mixed Use. A single structure with the above floors used for residential or office use and a portion of the ground floor for retail/commercial or service uses.
- Horizontal Mixed Use – Attached. A single structure which provides retail/commercial or service use in the portion fronting the public or private street with attached residential or office uses behind.
- Horizontal Mixed Use – Detached. Two (2) or more structures on one (1) site which provide retail/commercial or service uses in the structure(s) fronting the public or private street, and residential or office uses in separate structure(s) behind or to the side. (See Part 1 Page 4-2)”

The County Mixed Use Land Use designation allows 1 to 30 units per acre, with a .5 Floor Area Ratio (FAR) (development of 1/2 of 1 acre), generally. In an unincorporated “Planned Community Area,” such as Kingsburg, it has yet to be determined (see TBD in Table 3-1 below) what the Density and Floor Area Ratio should be. Therefore, the proposed zoning density were yet to be determined (and were to be determined as part of a Community Area Plan); and therefore, other accessory uses (support uses) including parks, which are typically allowed under Residential Land Use Designations are not limited under the TCGP (and the discretionary boards must power to expand the definition of uses under this Specific Plan). Hence, a different zoning density, FAR, and accessory uses are also allowed within UDB’s “Mixed Use” designations because there is no language in the General Plan definition of the Mixed-Use Designation limiting the use of different zoning, FAR, or accessory uses such as parks in residential areas. Under the County’s current land use definition for the project site may accommodate between 50 and 1,500 dwelling units. This Specific Plan will further refine that range to be equivalent to that allowed through application of City R-1-7 and City RM-3.0 development standards.

## 3.2 City’s “Low Density Residential” Consistency with County “Mixed Use” Land Use

As discussed, the City’s General Plan Land Use designation for the site is “Low Density Residential.” The City’s Low Density Residential (LDR) complies, as the MU LU per Table 3-1 allows as low as 1 unit per acre (but is even more flexible, TBD, in the Planned Community Areas). Either LU will allow for all the proposed zoning contemplated on this site, without having to do a General Plan Amendment (GPA), except in relationship to changing the City Limit Boundary. (See Figure 3-1.)

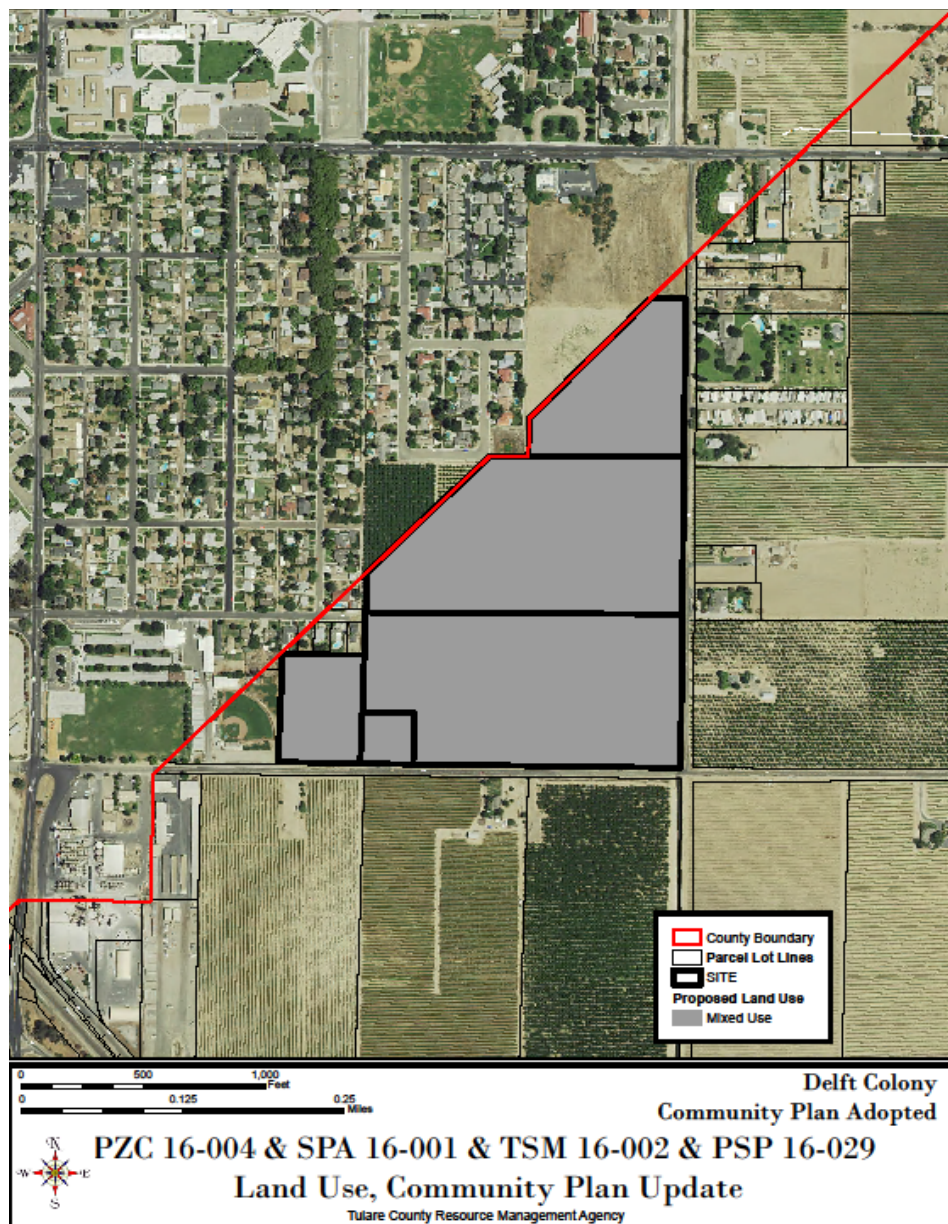
## 3.3 Zoning Changes Considered through the AVSP

The existing underlying zoning is comprised of “R-1-7” (Residential, 7,000 square feet maximum) in the City, “A-1” (Agriculture) in Tulare County and “A” (Agriculture) in Fresno County. The Specific Plan will

effectively rezone the County properties through Ordinance, as approved by both the City and County to reflect the below proposed zoning.

As proposed, the project is to comprise of two separate and distinct zoning and design districts. The suggested changes to the City and County Zoning requirements below will be adopted as part of this Specific Plan and become the Zoning Districts, specifically, and only will be applied to the AVSP in both the City and County. Therefore, there is no requirement to the overall zoning language changes to create new districts in the County. The City Zoning and Development Standards, as described in the below Design Guidelines and Performance Standards will be applied to the R-1-7 Zone District. (See Figure 3-2.)

**Figure 3-1**  
**Existing County General Plan Land Use**



### 3.3.1 R-1-7 Zone

The R-1-7 portions of the project will be consistent with the City's "R-1-7", 7,000 square foot lot, residential zoning standards (see Figure 3-2). This will include all others other than the RM-3.0 lots that front on to Kern Street. Set-back and development standards will be as shown in Table 3-1. Consistent with City requirements, there will be a requirement that at least 20% of R-1-7 lots to be 10,000 square foot or larger. The 45.1-acre R-1-7 portion of the Project contains a total of 160 R-1-7 lots, with 44 of the lots 10,000 SF or larger (27.5 percent), and 116 lots 7,000 SF or larger. Average density for the R-1-7 portion of the Project is 3.5 dwelling units per gross acre. Average density of the various blocks and neighborhoods west of the Project between Sierra and 18<sup>th</sup> Avenue ranges from 3.1 to 3.5 units per gross acre. The following is a list of the current requirements for the R-1-7 Zone per the Kingsburg Zoning Code: 17.28.050 - Property development standards that will apply to the project.



- Fences, Walls and Hedges. Fences, walls and hedges shall be permitted in accordance with the provisions of Section 17.24.060 of the Kingsburg Municipal Code.
- Site Area. The minimum site area for the R-1-7 district shall be seven thousand (7,000) square feet.
- Frontage, Width and Depth of Site.
  - Each site in an R district shall have not less than sixty (60) feet of frontage on a public street except that those sites which front on a cul-de-sac or loop-out street may have a frontage of not less than forty (40) feet provided the width of the site, as measured along the front yard setback line, is at least sixty (60) feet in the R-1-7 district.
  - The minimum width of each site in an R-1-7 district shall be sixty (60) feet for an interior lot and sixty-five (65) feet for a corner lot.
  - The minimum depth of each site in an R-1-7 district shall be ninety (90) feet for an interior lot and eighty (80) feet for a corner lot.

### 3.3.2 RM-3.0 Multifamily

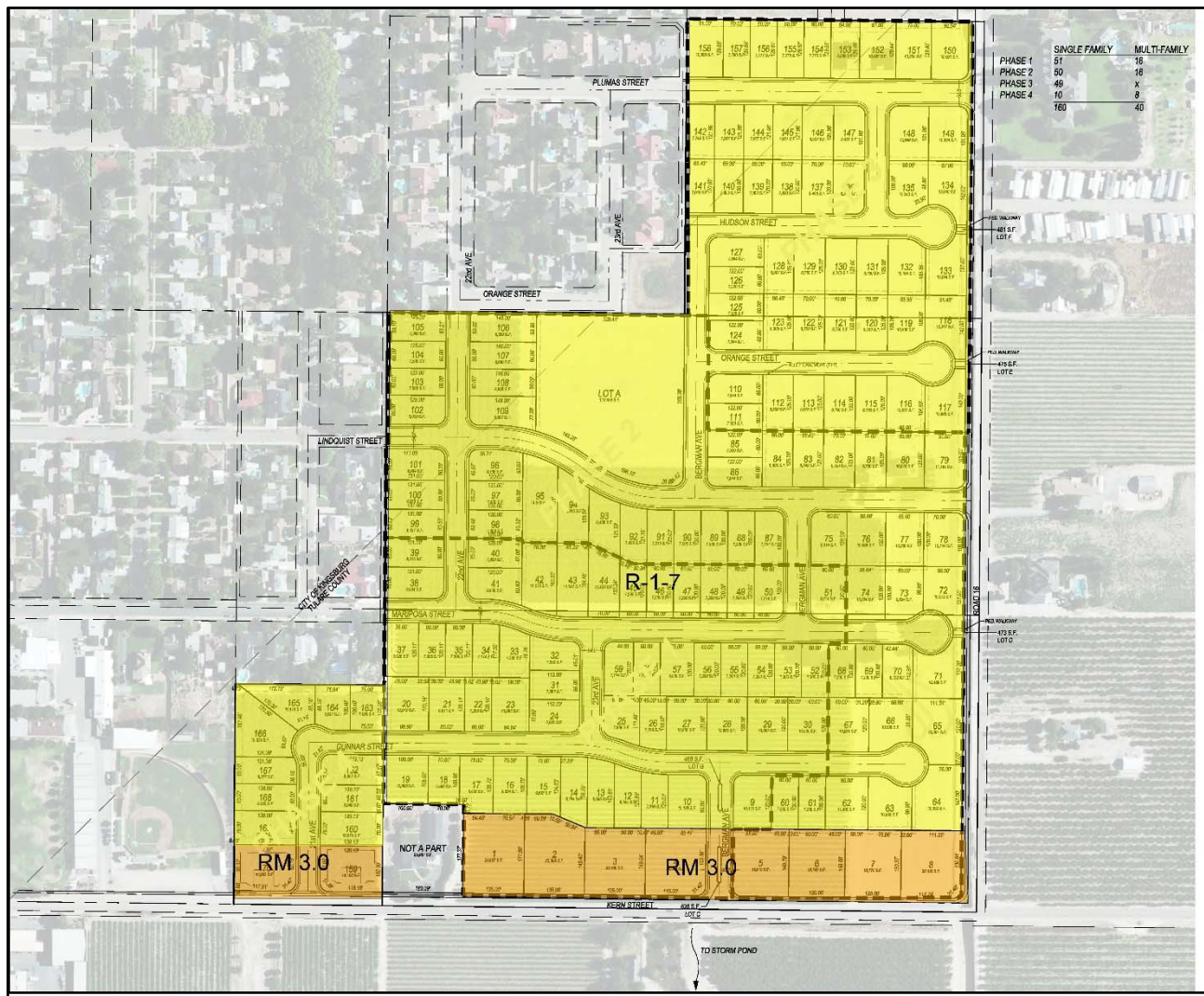
The RM-3.0 Multifamily zone (consistent with the County's "R-3" Multiple Family Zone standards) in the Project is intended to accommodate fourplexes, with common drives, private garages, and attached homes. This product type includes single story or low-rise buildings, with dwelling units that have amenities and sizes like smaller single-family units, but in an attached configuration. These units would be used as a landscaped "liner" along Kern Street, and would avoid the need for a block wall or fencing along the frontage. All the units have yards and private entrances and alley-loaded garages. Design standards for these units are further described the Design Guidelines in Part Seven of the Specific Plan. There are 40 RM-3.0 units planned on 6.9 acres in the southwest portion of the project along the Kern Street frontage, which results in an average





density in the zone district of 5.8 dwelling units per gross acre. Typically, the County R-3 Zone includes a requirement for later site plan approval, but the AVSP approval will constitute all final design guidelines and site plan configurations. Approval of the AVSP by the Board of Supervisors will serve as the same function as a site plan approval.

**Figure 3-2**  
**Proposed Zoning District Boundary Plan**



# Part Four: Circulation & Street Design

## 4.1 Functional Classification

Residential Street Standards (“Local Roads” in the TCGP and “Minor Roads” in the North Kingsburg Specific Plan) are proposed to enhance the aesthetics of the project, ensure compatibility with the City’s standards, and to provide for pedestrian amenities. The street standard for internal “local” streets, perimeter collectors and arterials, main entries, and intersection bulbouts for traffic calming and amenities are established by this Specific Plan and are illustrated in the exhibits in this Part. City standards are followed where there is a continuation of existing City Streets (Lindquist Street, 22<sup>nd</sup> Ave, Mariposa and Bergman.).

The allowed level of service (LOS) in Tulare County is LOS D. Since this is where the majority of the project is located this standard should be applied to the project’s Classification System defines Local Roads as to provide direct access to abutting property and connect with other local roads, collectors, and arterials. Local roads are typically developed as two-lane undivided roadways. Access to abutting private property and intersecting streets shall be permitted.

State Route 201 connects to Road 16/Madsen and is considered a Collector-Major under the Tulare County General Plan. The North Kingsburg Specific Plan calls out “minor roads” within villages. Lindquist St. and 22<sup>nd</sup> Ave. would be built out to the classification consistent with the City Functional Classification of a “minor road.” The residential functional classification, as a local road and/or a “minor road,” is consistent with both Circulation Elements of the City and County’s General Plans.

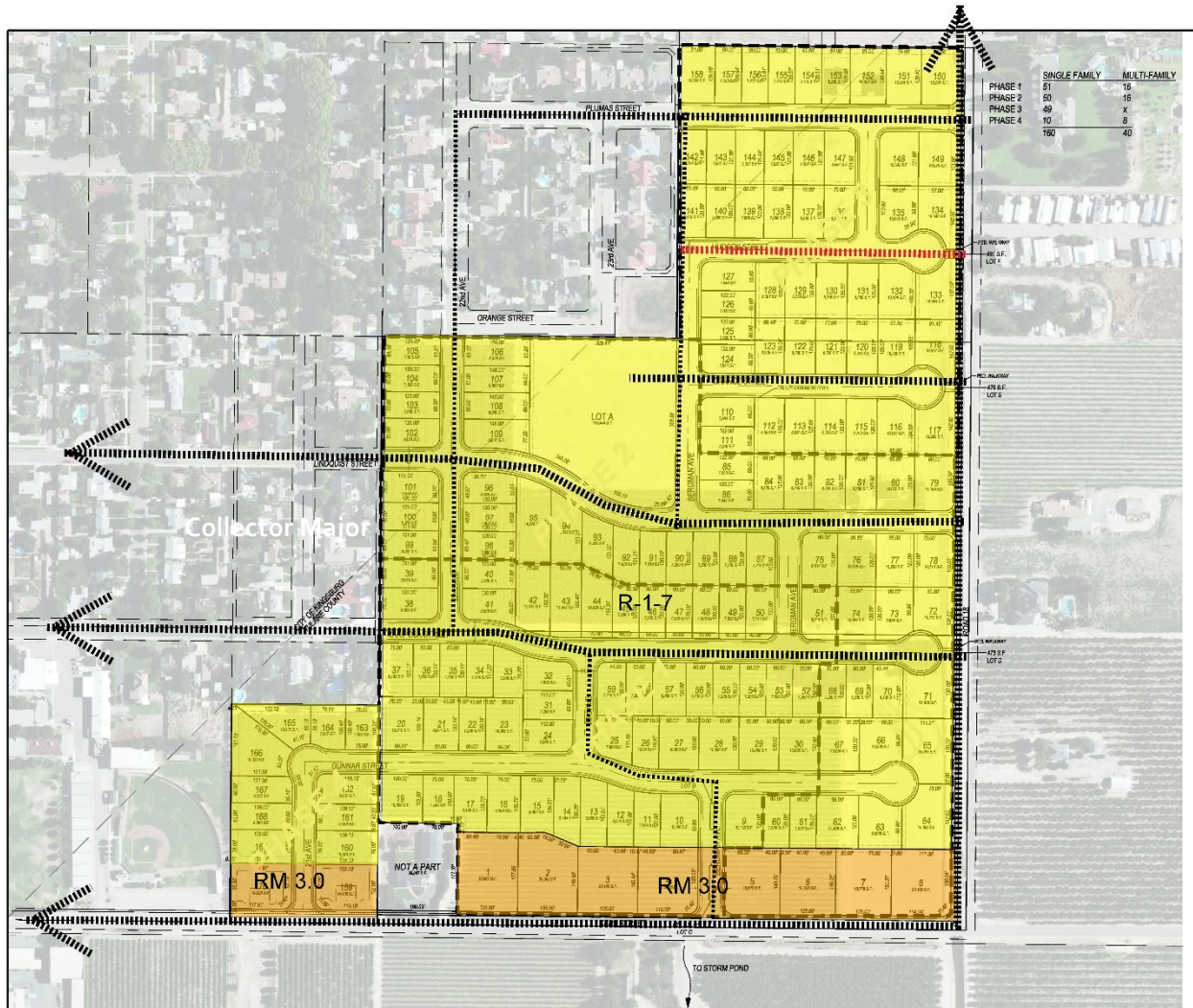
Figure 4-1  
Functional Classification Diagram





Figure 4-2

Pedestrian and Bicycle Connections



## 4.2 Street Design Standards

Street rights of way and adjacent landscaped areas and entries are the most visible and some of the most important elements of a neighborhood's character. 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.

### 4.2.1 Complete Streets

The Project complies with Tulare County's Complete Streets Program and Standard. Pedestrian paths are primarily developed as part of the roadway and trail systems of the community and reflect the interconnected nature of circulation and transportation systems as a whole. The sidewalks and pedestrian paths connect to the external city and county area to encourage active transportation modes and to establish safe routes to school. Enhanced pedestrian crossings and sidewalks are included in areas where high pedestrian demand occurs. A bike and pedestrian trail will be completed around the perimeter of the project, and extended to 18<sup>th</sup> Avenue/Kern and to Madson/Sierra. Figure 4-2 shows the pedestrian and bicycle linkages for the Project.



The Project will also include selective usage of landscape residential street bulbouts and chokers (see Figure 4-14) to provide visual relief and traffic calming. Bulbouts for traffic calming are proposed at Mariposa Street/22<sup>nd</sup> Avenue, and at Lindquist/22<sup>nd</sup> Avenue.

### 4.2.2 Improvement Standards

Typical street sections showing the width, thickness and descriptions of the pavement section, as well as the geometrics of the graded roadbed, side improvements and side slopes are described in this Specific Plan. In Tulare County, the two most common cross sections are shown for two or four lane roads, varying in width based upon the number of lanes, parking, sidewalks, shoulders, bike lanes, etc. Figure 4-1 shows the cross section for two-lane roads and Figure 4-2 identifies a typical four-lane cross section. The NKSP calls for a Minor Street (Local Road) with a 60' Right of Way and 18' Travel Lane. (See Figure 4-3).



Figure 4-3  
Tulare County Typical Class 1, 2 & 3 Two Lane Roads

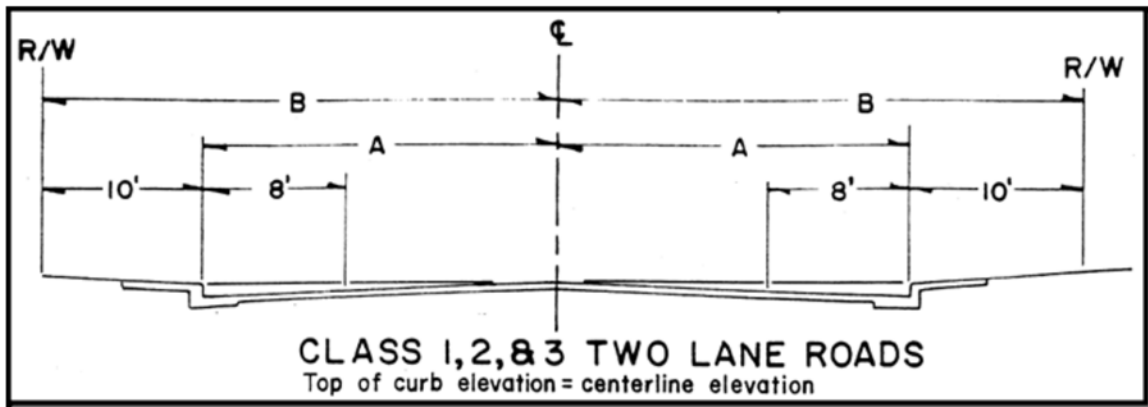
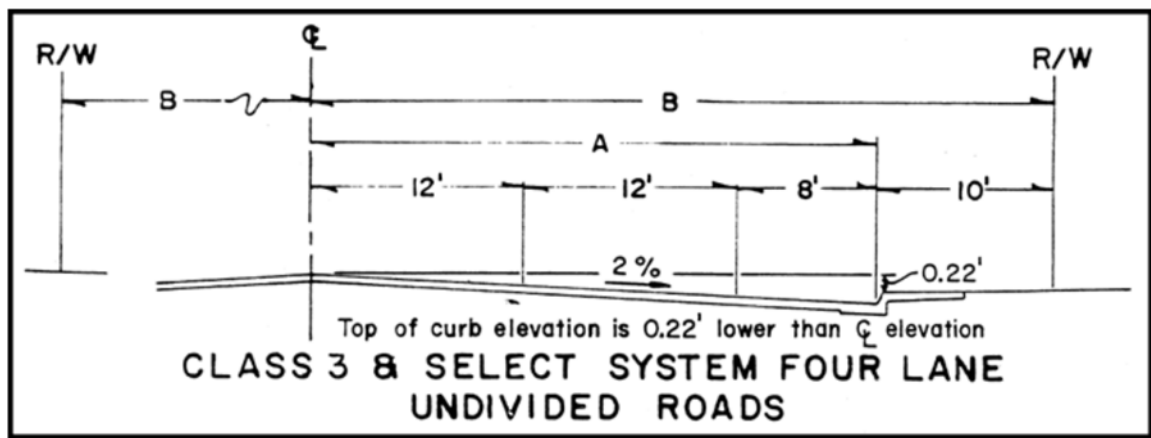
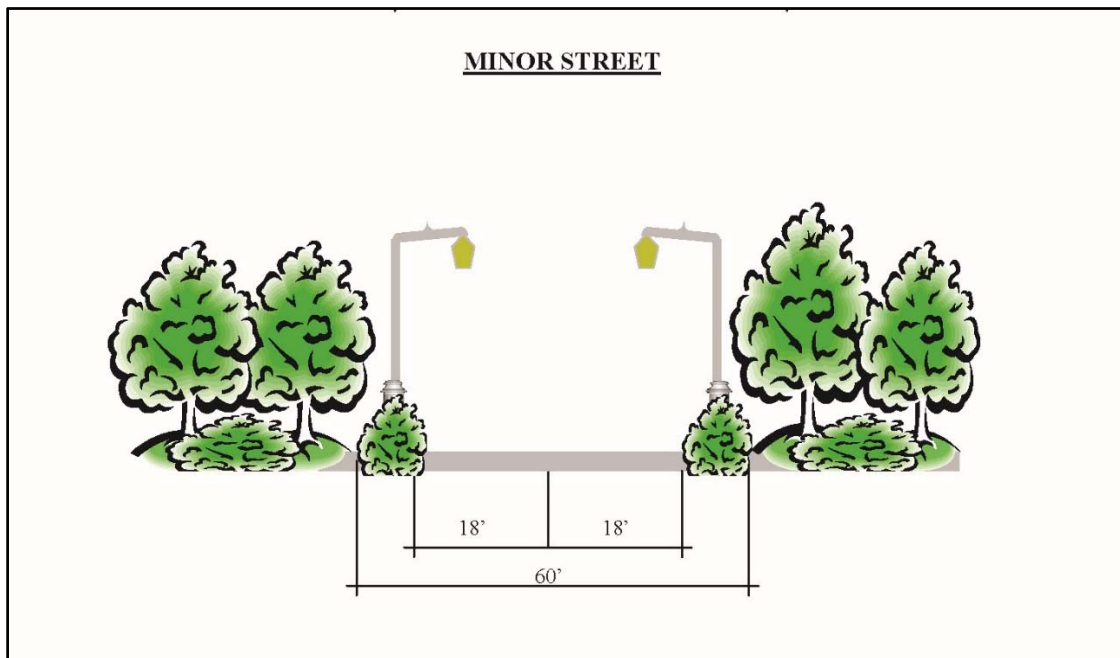


Figure 4-4  
Tulare County Class 3 Four Lane Road



**Figure 4-5**  
**NKSP Typical “Minor Street”**



#### **4.2.3 AVSP Street Design**

The roadways designed for this project will have the following characteristics (see Figures 4-4 through 4-13). These deviate slightly from the roadway standard design for Tulare County and the City. As stated Lindquist / 22<sup>nd</sup> Ave. will be consistent with the “Minor Road” standard (see Figure 4-12.)

Generally, the road improvements within the AVPS within Tulare County would comply with the Class 1, Class 2, or Class 3 County Road standards as defined in the Tulare County Improvement Standards (1997), except where there is an exception to the 60’ standard down to a 54’ standard. These standards are typical County roadway standards and have been modified from to meet the objectives of the AVSP in creating a higher quality and more attractive neighborhood to be built consistently with Figures 4-6 through 4-14.

These deviations include:

- From 60 feet to a 56-foot local street standard, but with the same curb to curb dimensions for adequate fire access and on-street parking; and
- Cul-de-sac radius to a 50-foot design

The roadway dimension deviations and exceptions that may vary slightly from City standards are made through the approval of this Specific Plan and are inclusive of the Figures 4-4 through 4-14, which show the street design exactly as it will be built in the Specific Plan Area. The following will also be required during build out of the Project.

- All Sidewalks will be required to be constructed prior to completion of the subdivision improvements. Sidewalks may be deferred to completion during the construction of the dwelling unit.

- One-foot reserve strips dedicated to the County or City, where the phase break is located, are required at locations that divide phases or along the subdivision boundaries.
- Standard barricades shall be constructed at the end of all stubbed streets shown in Plate A-23 to prevent access to and from adjacent un-subdivided land.
- Temporary turn arounds shall be constructed at the end of each street during phased development.

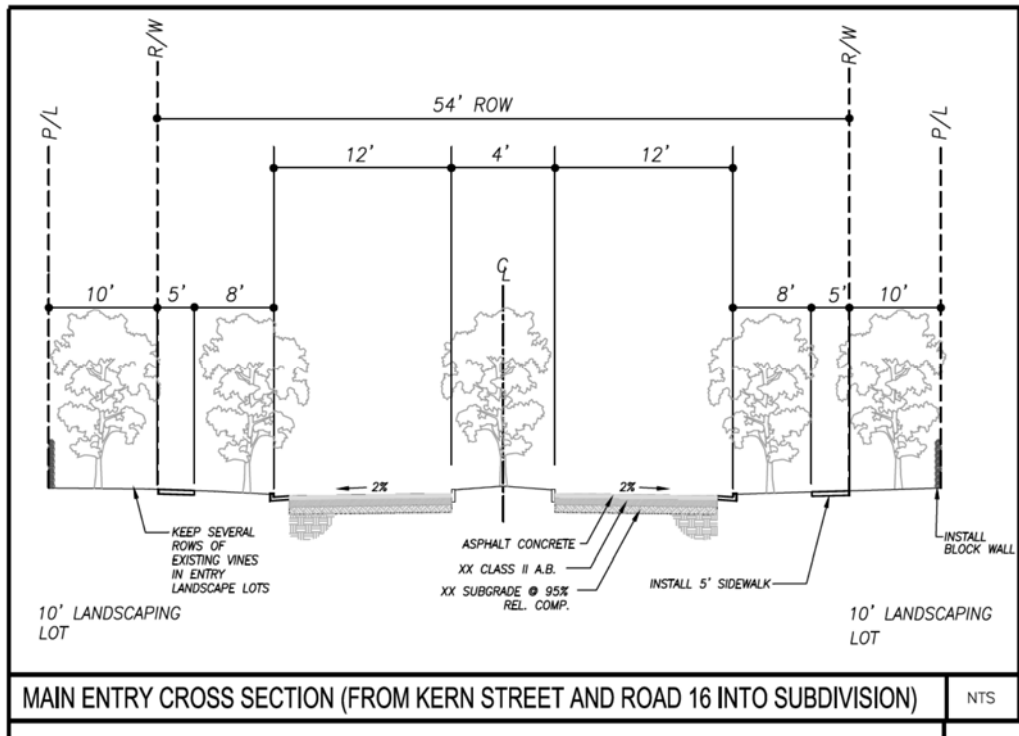
#### **4.2.4 County Collector Frontage Improvements**

Avenue 396 and Road 16 shall be constructed to a Class 3 road standard along the subdivision frontage at a minimum, with 60-foot Rights of Way, as shown in Figures 4-10 and 4-11. Any exceptions from these standards have been approved through this AVSP.

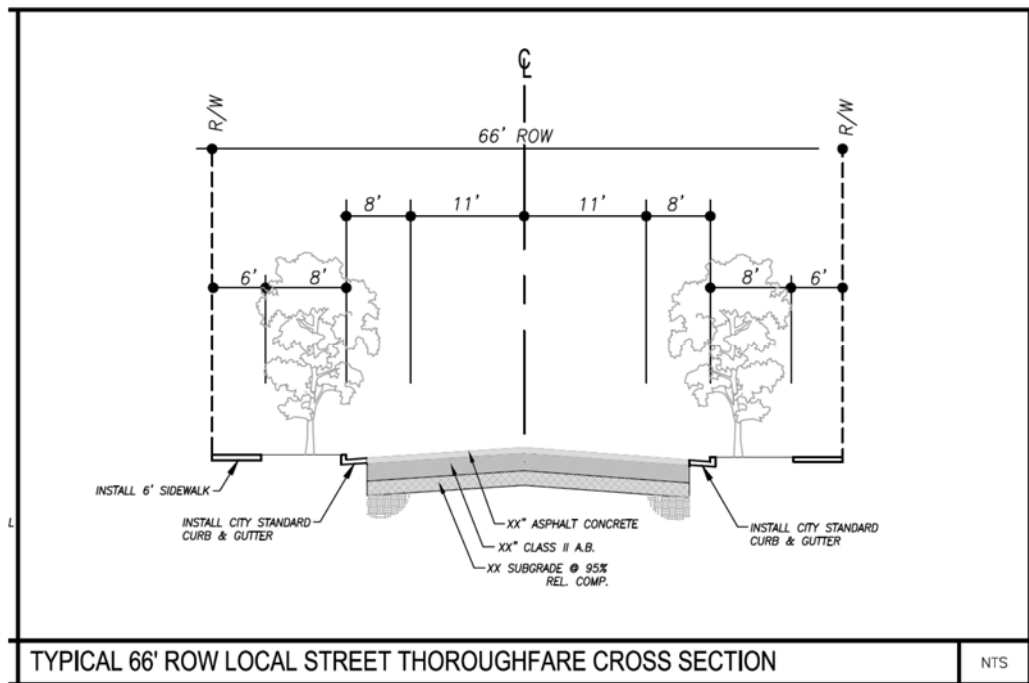
#### **4.2.5 Deviations.**

Any deviation of the roadway design will require approval by the Public Works Director of the jurisdiction where the exception from the standard is located and the other jurisdiction will be notified and consulted with prior to approving the exception. Also refer to Part Ten, Specific Plan Enforcement and Administration.

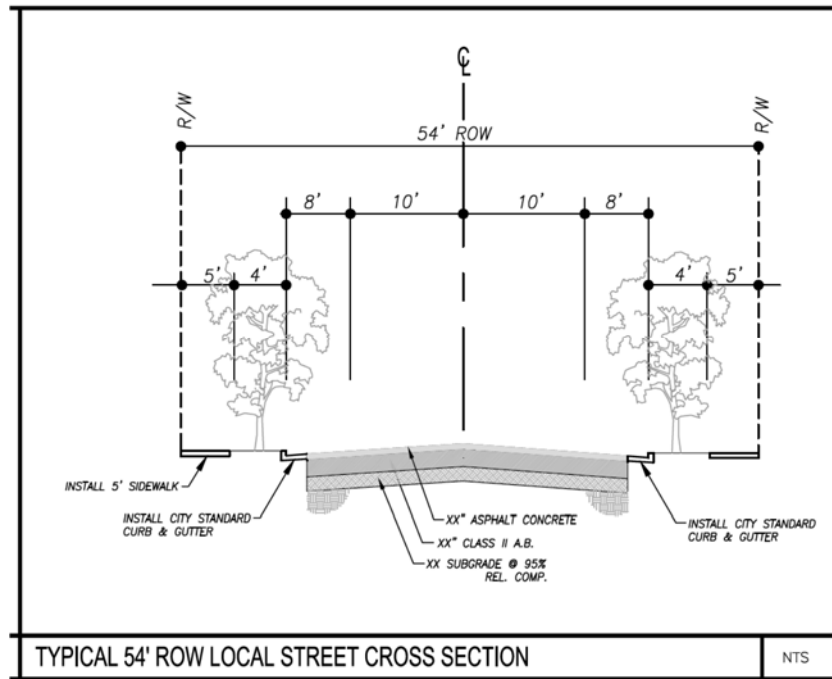
**Figure 4-6**  
**Street Design**  
**Kern Street and Road 16**



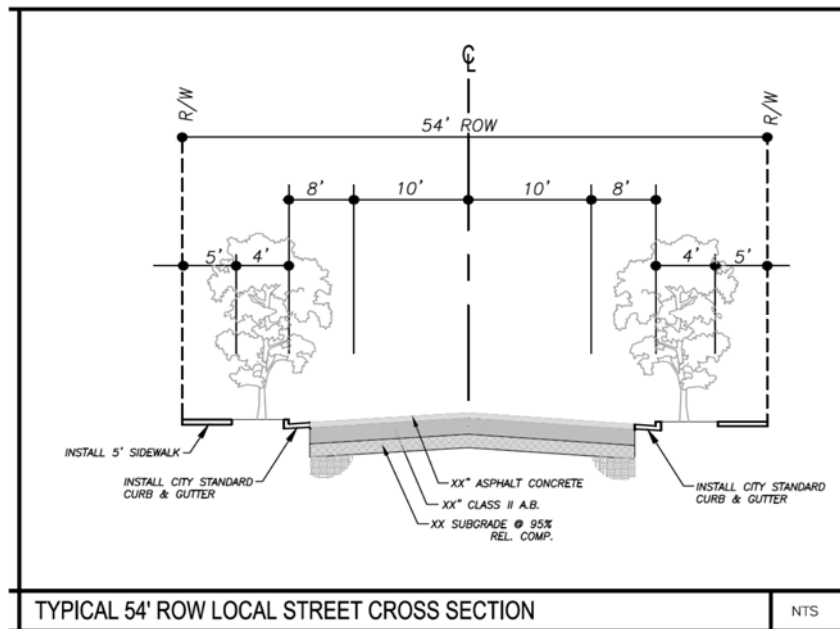
**Figure 4-7**  
**Street Design**  
**Local Streets Thoroughfares**



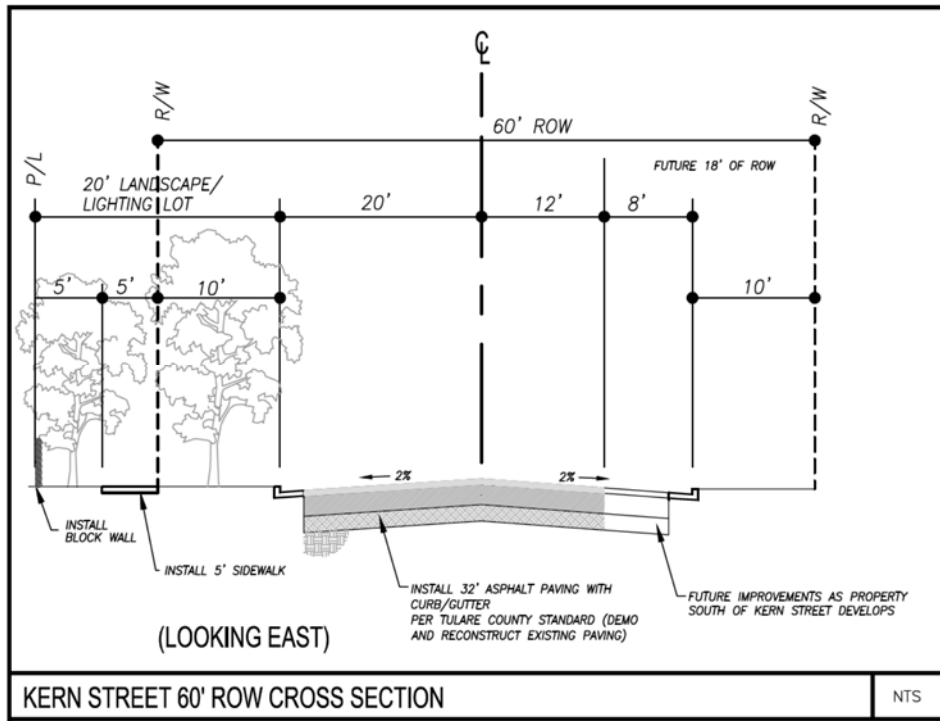
**Figure 4-8**  
**Street Design**  
**54' ROW Local Street**



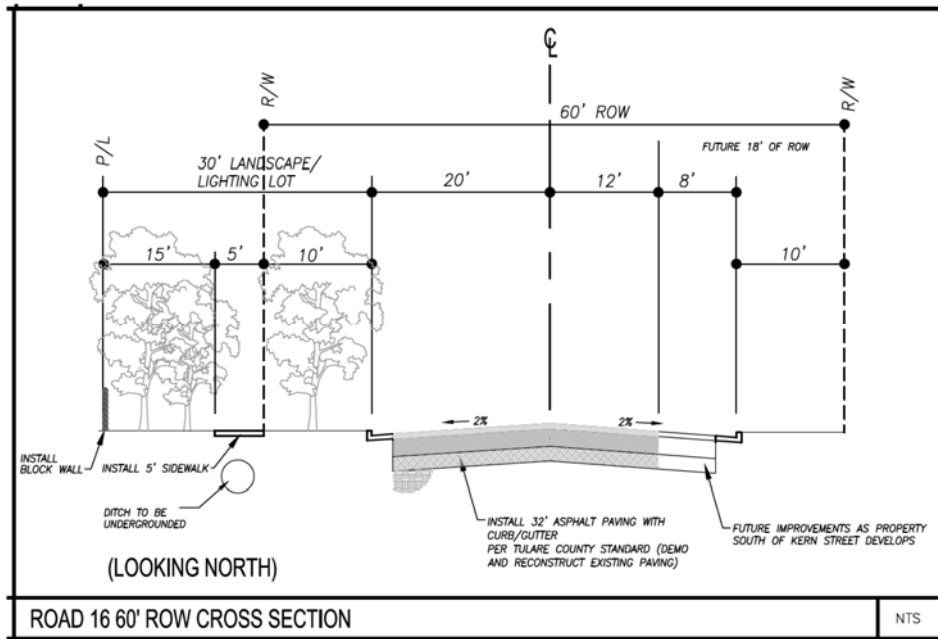
**Figure 4-9**  
**Street Design**  
**54' ROW Local Street**



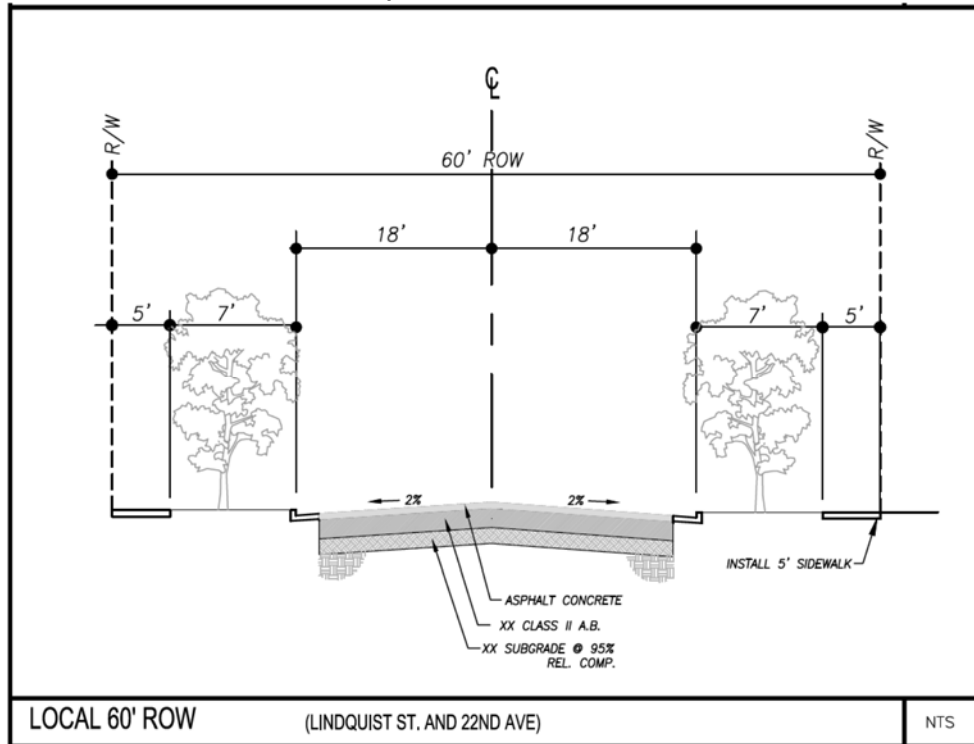
**Figure 4-10**  
**Street Design**  
**Kern Street 60' ROW**



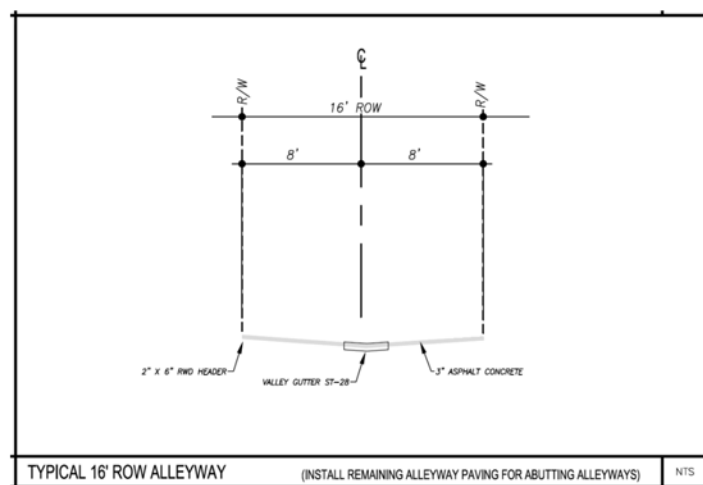
**Figure 4-11**  
**Street Design**  
**Road 16 60' ROW**



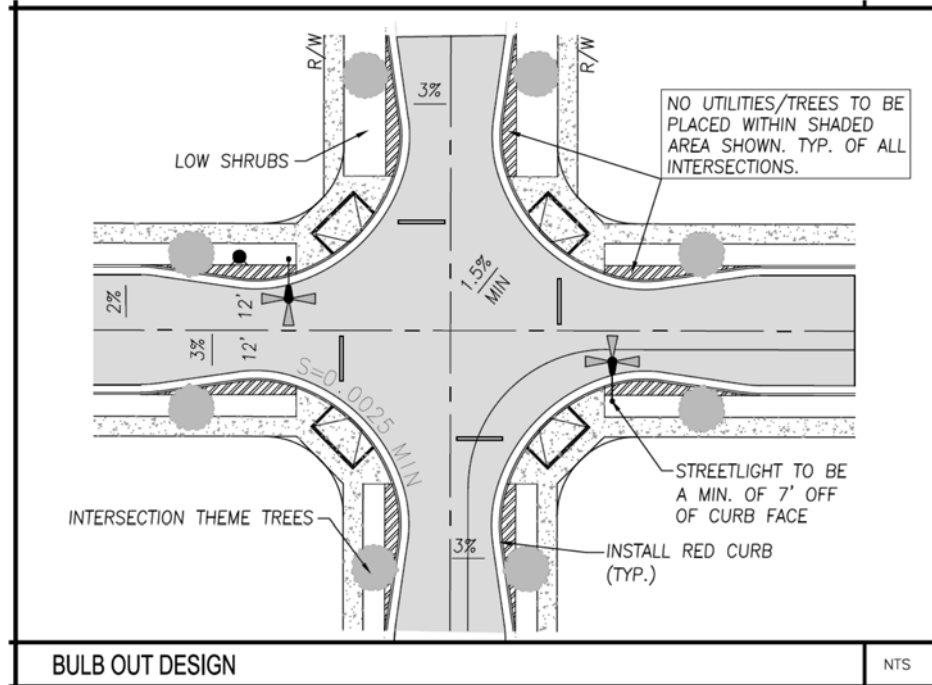
**Figure 4-12**  
**Street Design**  
**Linquist St. and 22<sup>nd</sup> Ave.**



**Figure 4-13**  
**Alley Design**  
**Typical 16' ROW Alley**



**Figure 4-14**  
**Intersection Design**  
**Bulb out Design**



#### 4.2.6 Streetscape Design

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 the Specific Plan's residential streets is to recreate neighborhoods with large canopy trees arching over the street and sidewalks separated from curbs by turfed parkways.

#### 4.3 Road Maintenance

Subject to agreements between the City and County and funding through a tax sharing agreement and a Community Facilities District, the City will maintain all internal residential roadways, frontages, street trees, and external frontage improvements and roads. The developer is to establish a funding mechanism such as an Landscape and Lighting District or a Community Facilities District to fully fund these maintenance costs. If the County and City are unable to establish such an agreement, the County shall maintain the County portion and the City shall maintain the City portion, and the maintenance district funds shall be allocated to each jurisdiction according the number of lots within the City and County, respectively.

The external roads (Kern and Madsen within the County) will be maintained under the Tulare County Pavement Management System (PMS), which is a planning tool used to aid pavement management decisions.

- Typical tasks performed by Tulare County PMS include:
- Inventory pavement conditions, identifying good, fair and poor pavements;



- Assign importance ratings for road segments, based on traffic volumes, road functional class, and community demand;
- Schedule maintenance of good roads to keep them in good condition; and,
- Schedule repairs of poor and fair pavements as remaining available funding allows.

# Part Five: Utility Infrastructure

## **5.1 Water Supply and Distribution**

**5.1.1** Under an extraterritorial service agreement through Tulare County LAFCo, the City of Kingsburg will provide water service to the project. Points of connection are in Madsen Road at the approximate Orange Street alignment, and in Mariposa to form a loop system (See Figure 5-1.)

### **5.1.2 Water Distribution System**

The existing City water distribution system is a well-developed grid system of interconnected pipes of varying sizes. 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 water demand ranges from a high of 209 Acre-Feet (AF) per year (without mitigation) to a low of 111 AF per year (with mitigation). However, for engineering purposes, the average annual water demand for the project is expected to be 150-175 AF per year. The planned water line loop in Kern may or may not be necessary, depending on water pressure modeling.

### **5.1.3 Existing Wells**

For the 2005 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.

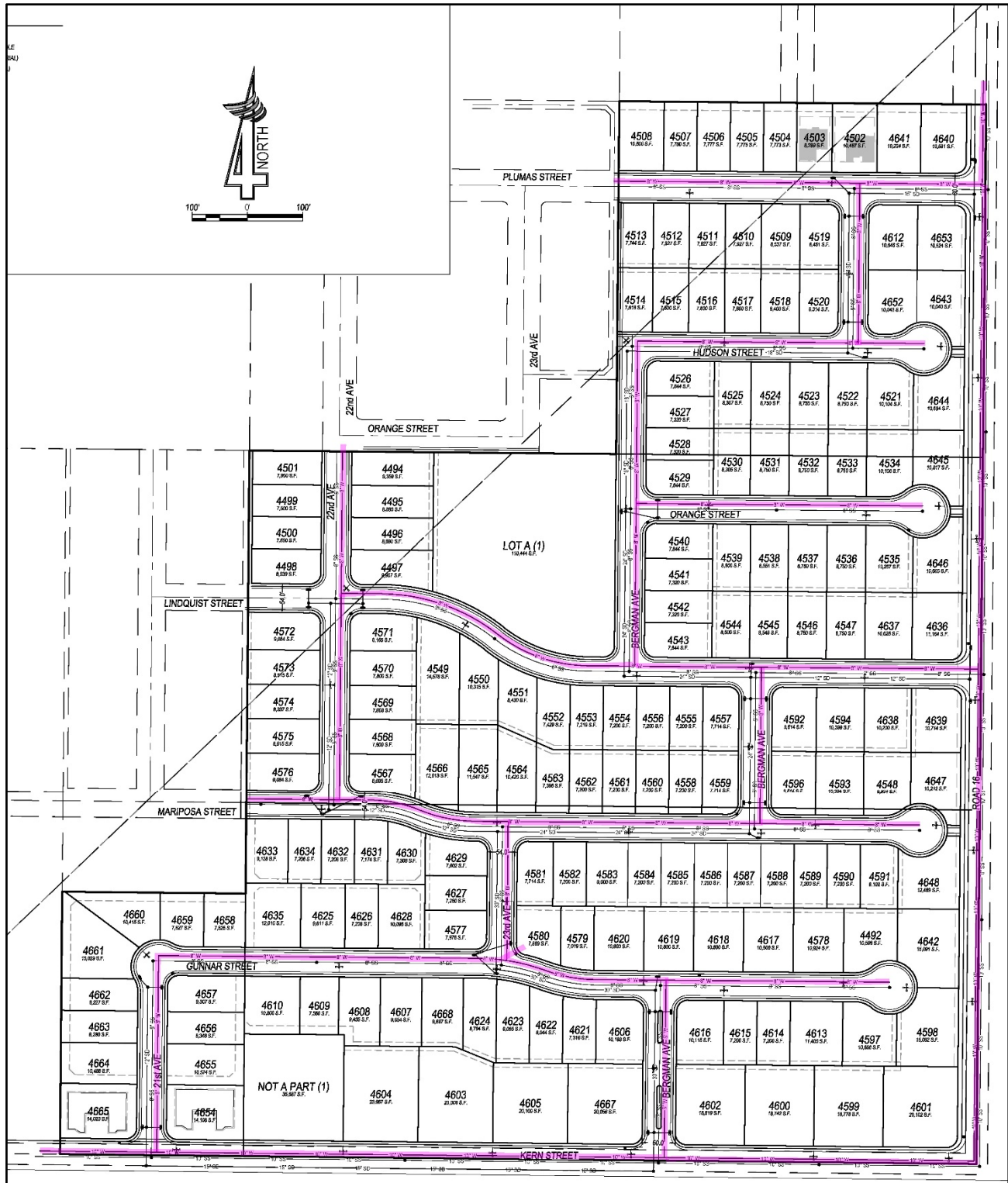
### **5.1.4 Storage Tanks**

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.

### **5.1.5 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. 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.

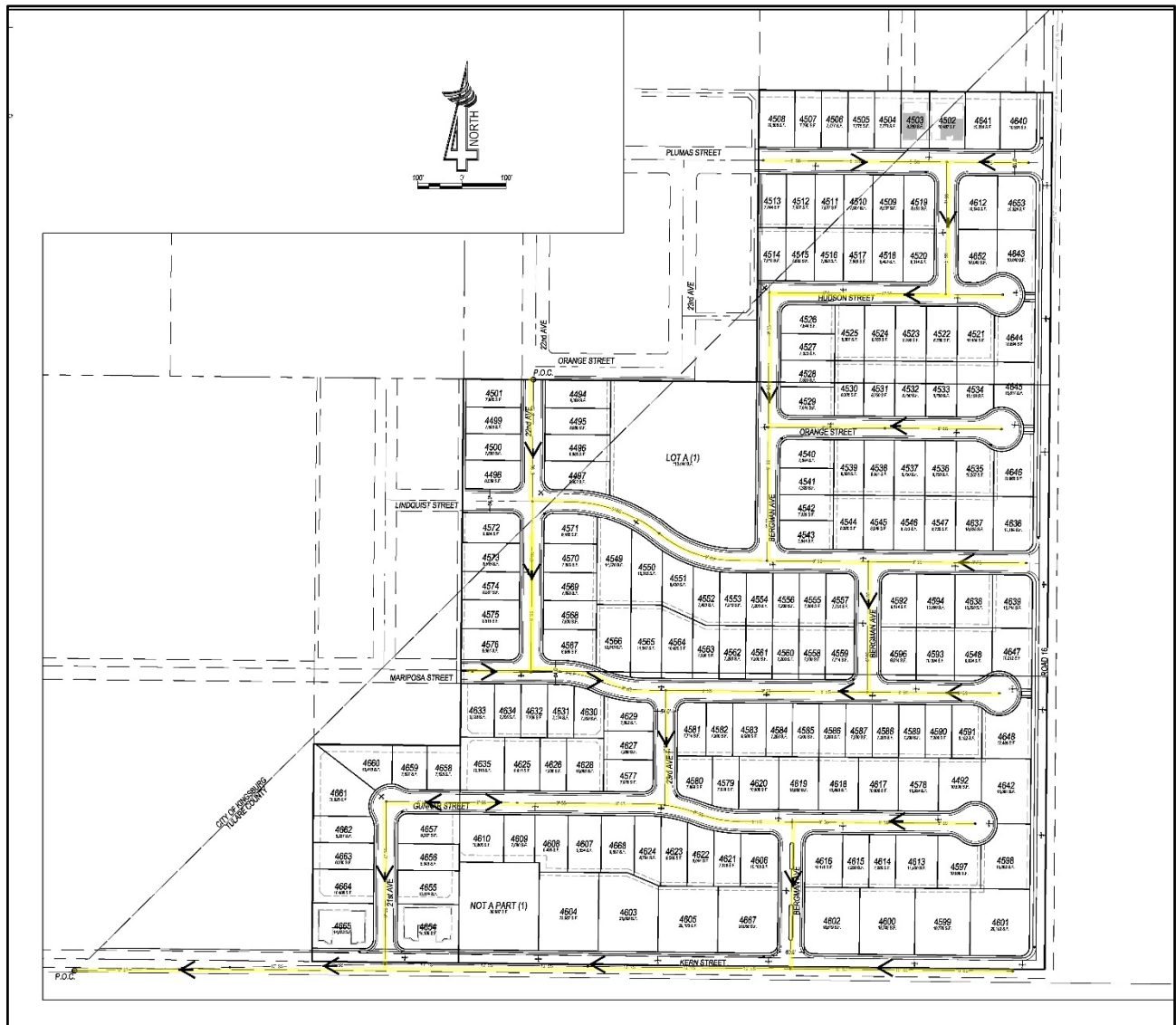
**Figure 5-1  
Water Supply Plan**



## 5.2 Waste Water Collection, Treatment and Disposal (SKF Requirements)

Sanitary sewer system improvements consist of major sanitary sewer mains in Kern Street approximately 300 lineal feet west of the west Project boundary, and intract gravity lines. The backbone sanitary sewer mains and connections to the City's sanitary sewer system will be financed and constructed by the Developer or homebuilder as part of the backbone infrastructure of AVSP, and impact fees paid to SKF and the City. The collection mains along local streets and lanes will be financed and constructed by the homebuilders for each neighborhood and by the commercial developer(s) for the commercial portion of the project. Maintenance of the sanitary sewer system in both the public and private areas of the community will be the responsibility of the Selma-Kingsburg-Fowler County Sanitation District. Funding for maintenance of the sanitary sewer system will be provided through sewer fees. Figure 5-2 shows the wastewater collection system.

Figure 5-2  
Sanitary Sewer Collection System



### **5.2.3 Storm Water and Other Surface Drainage (City Standards)**

Surface water drainage facilities will be designed in conformance with the update of the City's Master Drainage Plan, and will rely on onsite collection system and a 1-acre pond south of Kern Street. The AVSP will provide storm water drainage for the 10-year – 10-day event. Overland flow will be provided along local streets, and to the farmland south of Kern Street.

#### **5.3.1 Storm Water Collection**

The existing City collection system will not be used to support the project. The onsite system of drain inlets and gravity systems will be used exclusively to support the project. Plan Area streets are designed to act as the first stage of the collection system. Properly designed and constructed to the right gradients, the bio-swales and streets carry runoff water to strategically located points of collection where drop inlets then transfer water from gutters into underground pipelines for disposal into ponds on-site. Figure 5-3 shows the proposed storm drainage system for the Project.

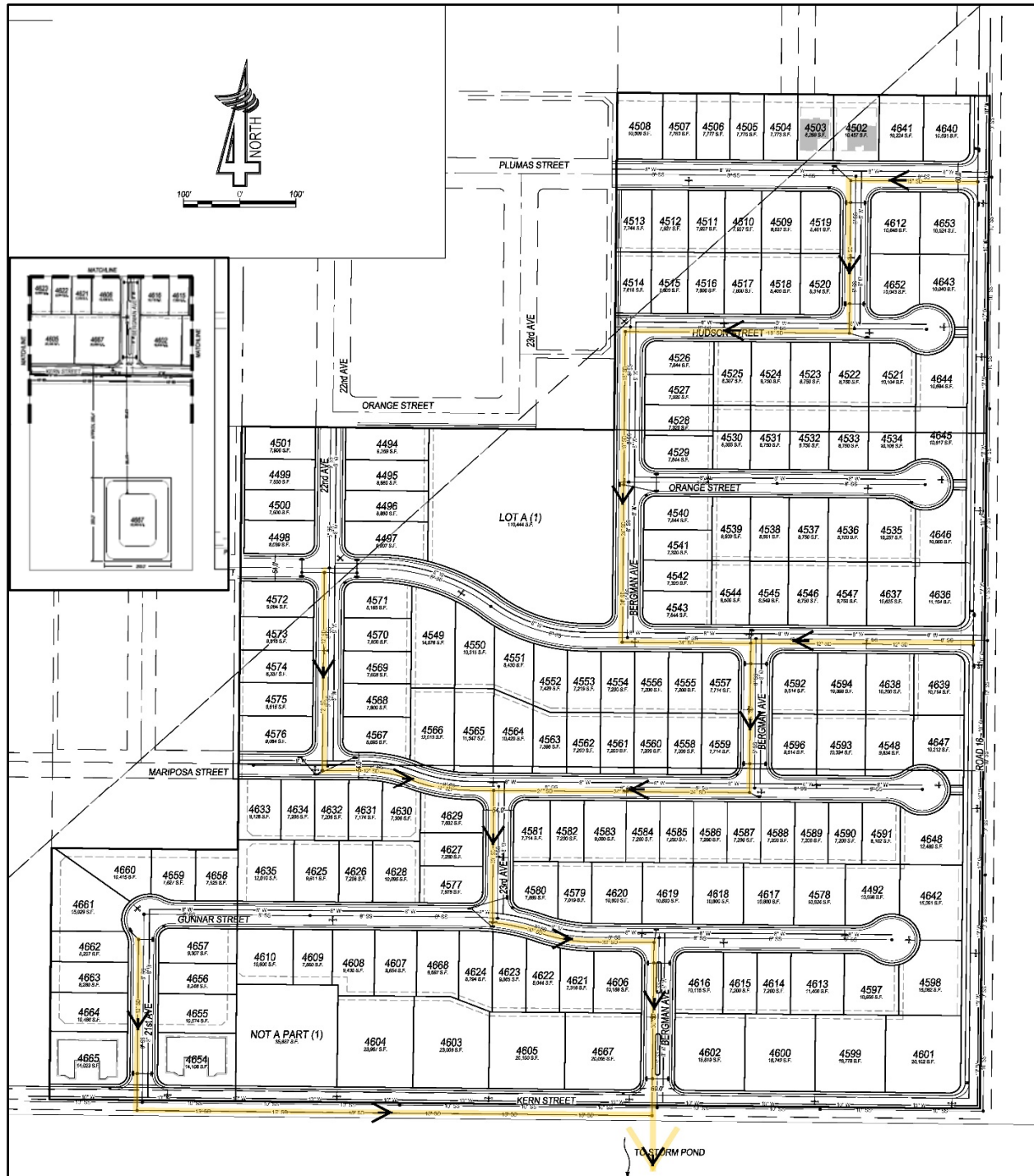
#### **5.3.2 Storm Water Storage and Disposal**

Storm water retention demand is estimated to be 11.5 acre-feet. This will be provided using a one-acre, 11.7-acre-foot pond south of Kern Street which is designed to handle the projected 10-year, 10-day event and the amount of run-off from drainage areas within the AVSP specific boundaries.

### **5.4 Gas, Electric, and Communication**

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.

Figure 5-3  
Storm Drainage System



## **5.4 Solid Waste**

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. Currently Mid Valley Disposal is the Private Waste Management Company for the City of Kingsburg, and the agreement would have to be updated to include the areas in the County.

## **5.5 AVSP Master Infrastructure Plan Policies**

Then infrastructure plans are designed to comply with the City's Improvement Standards, and the City/SKF Sanitation District's Waste Water Standards. The pipeline distance separations comply with general engineering standards, City of Kingsburg of Kingsburg standards, SKF standards, and those in Title 22, Chapter 16 of the California Code of Regulations.

### **5.6.1 Infrastructure Policies**

5.6.2 Policy: Evidence of Water and Sewer Availability and adequate system capacity must be provided prior to approval of any final maps.

5.6.3 Policy: All development in the AVSP shall be required to connect to the City's water and SKF's sanitation, except in extreme cases where exclusions may be granted, but must connect to the community water system when service becomes available.

5.6.4 Policy: Storm Drainage will be held on site per the master plan, unless and until other arrangements can be worked out with the City to provide alternative storm drainage methods.



# Part Six: General Services

A number of the services and facilities will be provided directly by the Project itself through an assessment district or a community facilities district. The County will continue to be responsible for all building, planning, code enforcement, health and human services, and other municipal services (other than those described below). There are several key facilities and services that the City of Kingsburg may provide: 1) community-level parks and recreation; 2) police; 3) fire; 4) general city admin; and, 5) water supply. Each of these is described below. Storm drainage will be provided onsite and maintained by the assessment district and no City or County fees will be necessary to construct or maintain these facilities.

## 6.1 Community-Level Parks and Recreation

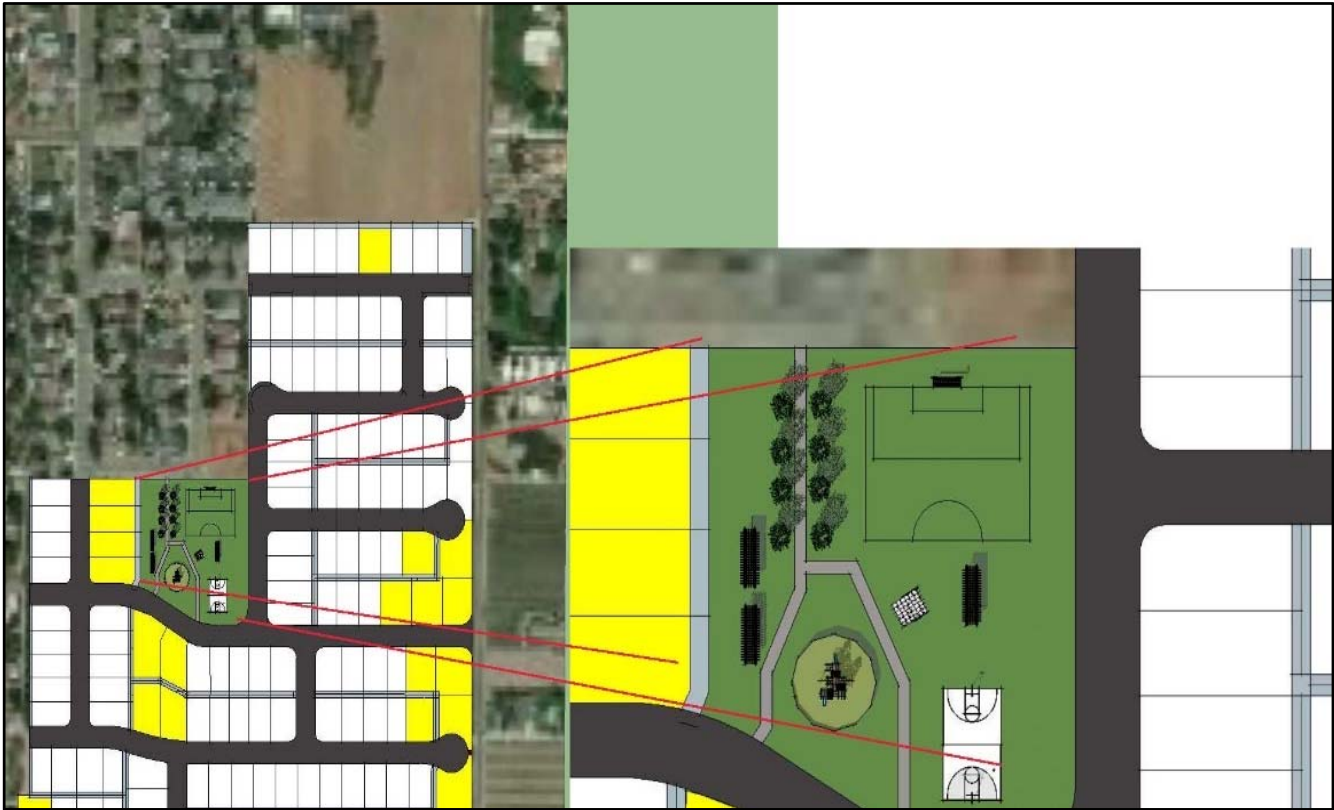
The project will provide parks and open space at a level that meets or exceeds the County's and City's standards. These facilities will be maintained through a community facilities district. The project and the adjacent neighborhood will be served by a 2.5-acre neighborhood park located at Lindquist, Orange and 23<sup>rd</sup> Street. According to the City of Kingsburg General Plan (1990), neighborhood parks are to be provided an overall standard of 2.7 acres/1,000 population. According to this standard, the project creates a need for 1.5 acres of developed parkland. The project would provide an additional acre of park area, which would serve a population of 375 persons outside of the Project boundaries. The park is located at the intersection of Lindquist, Bergman, Orange and 23<sup>rd</sup> Avenue to facilitate access by existing residents of the neighborhood as well as Project residents.

The park will include a "splash pad", practice soccer field or open sports fields, basketball courts, shade structures, a central tot lot with play structure, picnic tables and shelters and other features, as illustrated in Figure 6-1 below.





**Figure 6-1**  
**Neighborhood Park**



## **6.2 Police**

The Tulare County Sheriff will continue to service the site, with City police forces assumed to be the first responders. The Project proposes to pay the City's Public Safety Impact Fee, plus an amount to fund 0.50 FTE in the police department. The project will provide this through a combination of property tax sharing from Tulare County and special assessments as part of the Community Facilities District.

## **6.3 Fire**

Tulare County/CalFire will continue to service the site, but the City Ambulance/Fire assumed to be the first responders. The Project proposes to pay the City's Public Safety Impact Fee. The project will provide funding from the CFD and tax sharing agreement to 0.25 FTE in the fire department. The project will provide this through a combination of property tax sharing from Tulare County General Fund, Tulare County Fire Fund, and special assessments as part of the Community Facilities District.

# Part Seven: Development Standards & Design Guidelines

These standards will be applied to this Vesting Tentative Map that is to be built out in 4 phases over the next 3 to 5 years. These development standards are based on the City and County zoning and development codes. In addition to the development standards in the Kingsburg Zoning Ordinance that will apply to the project (Chapter 17.28-R for the R-1-7 portion, and Chapter 17.32 for the RM 3.0 portion), this Specific Plan sets for special development and design guidelines for the project area.

The project is comprised of two land use and design districts: 1) R-1-7 areas which are intended to follow the City of Kingsburg single family design district, and the special requirements of the North Kingsburg Specific Plan. These areas will typically have alley access since they share existing alleys in the City; and, 2) a R-2/R-3, RM-3.0 multifamily area along the Kern Street frontage that is intended to accommodate fourplexes with common drives, private garages, and attached homes. Figure 3-2 shows the proposed locations of these land use districts.

## 7.1 Development Standards for Low Density (R-1-7) Residential Areas

The following standards apply to Low Density single family detached or attached housing within the Project.

### 7.1.1 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, limiting the number of houses within a given block where the garage opening is closer to the front property line than the house, and by providing relief with porches or other single-story elements along the street.

### 7.1.2 Massing and Detail

The buildings shall be articulated so that the massing of the perceived streetscape of a neighborhood has variety and visual interest. 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 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 covered entries and/or porches.
- Window and balcony placement on second stories shall avoid direct views to the rear yards of adjacent lots. Where this is not possible, obscure glass or louvered windows will be provided.
- A consistent scale of elements shall be used throughout the design.
- Individual elements shall be designed in proportion to each other.
- Units backing or siding onto streets shall have enhanced elevations where they are visible from the streets, including building articulation and window treatments. Where possible, the principal roof line of buildings adjacent to Kern or Madsen shall run parallel to the centerline of the street to provide noise attenuation.
- For corner lots, the building materials on the front facade should wrap to a logical termination point on the street side yard elevation.

#### **7.1.3 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:

- Where mechanical equipment is located on the roof, it shall be screened.
- 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.

#### **7.1.4 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 or porch/covered entry element and garage elevation unless the garage is flush with the living area.
- Utilize a variety of garage elevations, with placement of the garage door parallel to the access street or alley. Garages that front on the alley (in R-1-7 zones) shall have backup space no less than 25 feet from the face of the garages to the other side of the alley.
- Garages and driveway widths shall be limited to no more than 50 percent of the lot frontage.
- Front-facing three-car garages shall have at least one garage door 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.

- Roll up or sectional garage doors shall be used.
- 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.

#### **7.1.5 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. Side street garage entries are encouraged. 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.

#### **7.1.6 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 or covered entries.
- Porches and decks shall be designed to reflect the appropriate scale and detail for the architectural style involved.
- Where porches are used, they shall extend along a minimum of 50 percent of the façade of the living area (not including the garage), 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.

#### **7.1.7 Windows and Doors**

- As with roofs, windows and doors shall vary because of the various elevation styles required among the house plans.
- 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.

### **7.1.8 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.

### **7.1.9 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 adequate noise attenuation is provided.

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.

### **7.1.10 Standards**

- Dwellings in the R-1-7 districts shall comply with requirements of Chapter 28-R of the Kingsburg Zoning Ordinance.
- Lot areas may be reduced up to 15 percent if amenities such as pedestrian corridors and connectors are provided for the benefit of local residents. Such connectors and corridors include “kissing” cul de sacs with pedestrian access, and cul de sacs that open on to parks or open spaces.
- In any residential zone, 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, if waste receptacles are stored within decorative walled or fenced areas.

### **7.1.11 Lot Design and Arrangement**

Typical residential lots in the Central Valley are based on past lifestyle choices, banking and underwriting regulations, and other factors. Existing standards and regulations provide little if any common open space, and place open space and recreation areas in individual rear and front yards. Environmental concerns and lifestyle changes have caused homeowners to recognize the cost and disadvantage of overly large lots, and common amenities can meet these needs. Younger families also desire less yard area to manage maintenance expenses. While projects with smaller lots are often viewed as “substandard”, in most cases they are able to provide greater livability if there is common open space and pedestrian features. To address these lifestyle changes, the following lot design, subdivision design and arrangement objectives are encouraged:

Single-family lots shall not front on to Arterials, and should not front on to Collectors whose traffic volumes are expected to exceed 2,500 average daily trips (ADT). Regardless of lot width or the ability to provide circular drives or back-a-rounds, this arrangement degrades the traffic capacity and safety of the

street.

## **7.2 Development Standards for Medium Density (RM-3.0) Residential Areas**

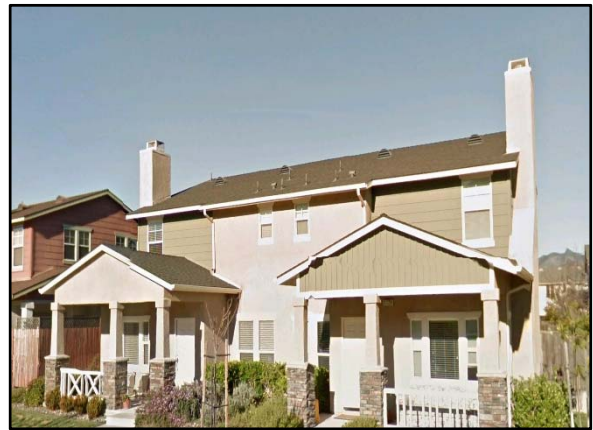
The RM 3.0 district is a combination of the County R-2 and R-3 zones, and the City RM 3.0. The County R-2 zone permits “two-family dwellings” (duplexes), while the R-3 zone provides for units with more than two dwellings. The intent of this zone is to permit two and four-unit dwellings, but not permit general apartment buildings or buildings with more than four units. Developments in this zone are to follow Chapter 17.32 of the Kingsburg Zoning Ordinance. Due to the location and transitional uses, these units shall be single story only, or there shall be no second story views into adjacent single-family yards if a second story is allowed.

### **7.2.1 Housing Product Types**

#### **7.2.1.1 Duets (duplex and fourplex units)**

Duets (commonly referred to as a duplex) are two attached housing units with a shared wall.

They can be designed to appear as a single house. With appropriate massing and floor plan design, these units can achieve privacy and individuality for each unit, and allow the for the integration of small floor plans without and obvious change in apparent massing and product size compared to the single-family portion of the project. 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.



#### **7.2.1.1 Fourplex**

Fourplexes are four units attached in series that provide single story dwelling units that have most of the features and amenities of single family detached houses such as attached garages, private entries, modern floor plans, etc., but share a driveway, yard areas and landscaping. These are often owned with the owner living in one of the units and renting the other three units, or they may be rented and managed by a professional property manager. They provide the typical amenities of a single-family home, with the actual maintenance responsibilities conducted by the owner or a property





manager. The fourplex is normally one architecture style with the front door and entry locations articulated. While each fourplex is expected to have a single architectural style, duplication or repetition of that single style form lot to lot is prohibited. For the design of corner and end units, creative architectural massing and unit design solutions are required. For fourplex units the minimum lot size is based on 3,250 square feet per unit.

### **7.2.2 Massing and Detail**

The following guidelines shall be reflected in all submittals to create and maintain the desired streetscape:

- Articulate the building massing to minimize the “business” of medium density housing types. This is applicable to any street-facing side elevations.
- Utilization of a variety of compatible styles.
- Provide one-story building massing. Two story units are prohibited.
- The street facing units in the fourplex or duplex shall have porches or covered entries similar to those required for Low Density residential units.
- 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.

### **7.2.3 Garages**

Due to the density of this type of housing, garages shall not be permitted to dominate front elevations, and the principal access to garage units shall be from a common drive in the side yard area. Where front access is required, the portion of lot frontage for driveways and garage elements shall not exceed 40 percent of the lot frontage. 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 or sectional 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 neighborhoods unit design. Private garages shall be provided for at least one of the 2 required off-street covered parking spaces.
- Hollywood driveways (those that permit turf, pervious pavers or other low groundcovers to be planted within the center of driveway) are encouraged on long or wide driveways.

### **7.2.4 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.

### **7.2.5 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.
- Where porches are provided, the length shall be a minimum of 50 percent of the width of the front living area (structure width not including yards or parking).
- 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).

### **7.2.6 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.

#### **7.2.7 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. No combination of elevation, style, and colors may be repeated any more frequently than once every four units along an individual block face.

#### **7.2.8 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 adequate noise attenuation is provided. 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.

### **7.3 Residential Landscape Guidelines**

#### **7.3.1 Theme**

The plant theme for the Project is to create a neighborhood with 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. It is the intent of these guidelines to provide flexibility and diversity in the design of landscaped areas and the street trees selected. The species of street tree throughout the project shall be consistent throughout the Project and shall be selected from the City of Kingsburg's permitted Street List Master List.

#### **7.3.2 Landscape Designs**

The landscape plans for all public sites and areas are to be designed by a landscape architect 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.

#### **7.3.3 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. 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 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.

Figures 4-6 through 4-14 show the proposed street standards for the project. These street standards are to be adopted by approval of a Special Use Permit in the County of Tulare. City of Kingsburg standards will apply in the City of Kingsburg portion of the project.

# Part Eight: Financing and Implementation

## 8.1 Introduction

This Specific Plan, to be adopted by the County, will ensure conformance with City development standards. The Specific Plan will be adopted by ordinance and will contain the following regulations; 1) Kingsburg's Public Improvements Engineering Standards; 2) Design and Development Standards comparable to the North Kingsburg Specific Plan as contained in Part Seven; 3) applicable portions of the Title 8 of the Kingsburg Municipal Code related to trash and rubbish, nuisances, weed and rubbish abatement; and, 4) Title 6 of the Kingsburg Municipal Code relating to the keeping of animals. In addition, this Specific Plan provides a framework for the financial and administrative mechanisms necessary to implement the project, including a Tax Sharing Agreement, Memorandum of Understanding on the role of the City and the County in providing the various public services, and formation of a Community Facilities District, or similar mechanism to fund maintenance and services.

## 8.2 Services and Facilities

Many the services and facilities will be provided directly by the Project itself through an assessment district or a community facilities district. The County will continue to be responsible for all building, planning, health and human services, and other municipal services (other than those described below). There are several key facilities and services that the City of Kingsburg may provide including the following: 1) police; 2) fire; 3) general government and code enforcement; and, 3) water supply. Each of these is described below. Storm drainage will be provided onsite and maintained by the assessment district and no City or County fees will be necessary to construct or maintain these facilities.

### 8.2.1 Police

The Tulare County Sheriff will continue to service the site, but in all practicality in a back-up capacity, with City police forces are assumed to be the first responders. The impact of the project is estimated to 0.75 full time equivalent fire personnel, approximately \$95,000 per year as shown in Table 8-1. The project will provide its share of funding for City police services from a property tax sharing agreement with Tulare County and special assessments as part of the Community Facilities District. The Project proposes to pay the City's Police Facility Impact fee.

### 8.2.2 Fire Protection and Emergency Services

Tulare County/CalFire will continue to service the site, but in a back-up capacity, with City Ambulance/Fire assumed to be the first responders. The City estimates that approximately 0.75 FTE will be needed to service the project, or approximately \$50,000 per year. The project will provide this through a combination of fifty-five percent (55%) of the incremental property taxes from the County

General portion of Tulare County property taxes, eighty five percent (85%) of the incremental property taxes from the Tulare County Fire Fund, and special assessments as part of the Community Facilities District as shown in Table 8-1. The Project proposes to pay the City of Kingsburg's \$1,874/unit Fire Facility Impact fee.

### **8.2.3 City Hall and General Government**

The City and the County have agreed that to the greatest extent practicable and legal, the City should provide, and be adequately compensated for, normal general government functions such as code enforcement, complaint management, and other such functions. The City estimates that it will take approximately 0.125 FTE to provide the services to be performed by the City in lieu of the County. This will require approximately \$30,000 per year to be funded from the tax sharing agreement with Tulare County.

### **8.2.4 Water Supply**

The City will extend water services to the site and Project residents will pay typical monthly water service fees according to the City's fee schedule. This rate includes an amount to provide groundwater recharge under an agreement with the Consolidated Irrigation District. These services can be extended with the permission of the Tulare County LAFCo. The Project proposes to pay the \$1,454/unit City of Kingsburg Water Impact Fee.

## **8.3 Project Financing Mechanisms**

To implement and finance the financing Specific Plan, there will need to be special financial mechanisms to ensure that services and maintenance are adequately provided. Cities and counties typically fund needed services and maintenance through a combination of governmental revenues that are based on local population, through special assessments, through property taxes, sales taxes, utility users' taxes, and other fiscal resources. Since the bulk of the Project is to remain in Tulare County, with services provided by the City of Kingsburg, special revenue generation and tax sharing mechanism shall be adopted to effectively provide these services. The two principal sources of financing include a property tax sharing agreement between the Tulare County and the City of Kingsburg, and a Community Facilities District to be formed over the entire project, with revenues collected by the County and transferred to the City for services and maintenance expenses described herein.

### **8.3.1 Tulare County Property Tax Sharing**

The proposed financing plan assumes some property tax sharing from Tulare County. This tax sharing proposal has been crafted after the "Master Tax Agreement" in Tulare County that currently guides annexations in Tulare County and its cities for tax sharing upon annexation. That agreement calls for the County to retain all of its existing revenues from the site (the "Base"), and to share in the increased property tax revenues resulting from development after annexation ("Increment"). Certain



City services such as special property tax assessments for fire, police and roads are not allocated any Increment under the Master Tax Agreement if the annexing entity provides those services. Under the proposal described herein, the County would share 55 percent of the County General property tax allocation for increment in the Project area, and up to 85 percent of the increment allocated to the Fire Fund from the project. Under this arrangement, \$79,400 of incremental property taxes generated by the Project in Tulare County would be paid to the City of Kingsburg, with annual increases based on the annual increase in assessed valuation.

The tax sharing proposal to the County is based on the following assumptions:

1. Approximately eighty-five percent (85%) of the incremental property taxes to the Tulare County Fire Fund would be re-allocated to the City of Kingsburg to cover the estimated Kingsburg General Fund portion of the Fire/Ambulance operating costs. This would recognize that the City would be the closest responder and the County/CalFire station would provide backup. It also recognizes that over 75% of the emergency services calls for service are medical related and the City's response time can best service this need. The actual amount of the shift in the Fire Fund could be based on a fixed amount each year per call for service, or based on the actual number of calls for service for the City and the County, similar to the agreement between the City of Exeter and the County of Tulare.
2. Fifty-five percent (55%) of the post-ERAF adjusted Tulare General County property tax increment would be allocated to the City of Kingsburg. This amount would recognize the reduced burden on the Tulare County Sheriff under the proposed service arrangement.
3. The County would retain all other intergovernmental allocations based on population, road miles, etc. such as gas tax, VLF and others. Kingsburg would retain the sales taxes occurring in the City.

Table 8-2 shows the existing allocation of property taxes to the respective taxing entities, and the projected allocation of the property tax increment before and after the tax sharing agreement.

### **8.3.2 Community Facilities District**

The ability of the tax sharing agreement to address all fiscal needs is limited. The Project includes facilities that need to be maintained that are above and beyond the capacity of either the City or the County to address. Cities and counties routinely include special assessments to maintain streets, landscaping, parks, and to provide additional fiscal revenues where there is a need for "fiscal mitigation". Cities and counties have used landscaping and lighting districts to maintain subdivision improvements, and used Community Facilities Districts under the Mello Roos Act to fund maintenance where there is also a need to provide additional funding for services. Since there is a potential need to augment property taxes from Tulare County to make the city "whole" for the anticipated services, a Community Facilities District is the appropriate tool. Other assessment districts may maintain improvement but a CFD may also levy a special tax for services as well. This district would be set up and administered in the County, with annual pass throughs to the City based on the special taxes levied.

Table 8-1 shows the overall financing plan and the CFD capital, maintenance and city pass through assessments. Under this plan an assessment would be established for maintenance of all project streets and landscaping improvements (in the City and in the County), and establish a service reimbursement to the City for Police and Fire services, provide for reimbursement of capital expenses, and provide for administration, contingency and reserves. Total proposed CFD revenues to the City for fire services, police services, and the maintenance of subdivision improvements would total \$252,350 per year in the initial years of development, with annual increases based on the increase in costs.

With the CFD reimbursements, property tax shifts, and the indirect revenues from sales taxes, direct revenues from water operations and fees, and revenues from properties in the City, the total direct and indirect revenues to the City would be \$463,900 per year, compared to the current property tax allocations of \$126 per year. Total annual County revenue from full buildout of the Project is estimated to be \$204,300 for County General, Fire and Library property tax sources, plus other County fiscal revenues from VLF, sales taxes, franchise fees, real property transfer tax gas tax, and other sources. Current County revenue from the County portion of the project is \$1,950 per year as shown in Table 8-2 (General County, Library and Fire Fund property taxes on \$832,800 base year assessed valuation). Based on these projections, both the City and County are projected to have a positive fiscal condition after buildout of the Project.

## Project Costs and Financing

Draft Andersen Village Specific Plan

## Existing and Proposed Property Tax Allocations

*Draft Andersen Village Specific Plan*

# Part Nine: Environmental

## 9.1 Introduction

The Project was the subject of an environmental impact report to determine the environmental impacts associated with buildout. The EIR concluded that the Project's impacts were less than significant. The Executive Summary of the EIR and the related findings are included below. The full copy of the EIR, and the mitigations and special design features described therein are included by reference.

## 9.2 EIR Executive Summary

### 9.2.1 Impact Analysis of Resources

The Resources are discussed in separate sections of Chapter 3 and each section is structured as follows:

- Summary of Findings;
- Introduction, including Thresholds of Significance;
- Environmental Settings;
- Regulatory Settings such as applicable Federal, State, and Local laws, statutes, rules, regulations, and policies;
- Impact Evaluation including Project Impacts, Cumulative Impacts, Mitigation Measures, and Conclusion;
- Definitions and Acronyms; and
- References.

Based on the analysis in the EIR all potential impacts were considered to be Less than Significant. Where mitigation measures are necessary (see Appendix A of the Specific Plan) they are included in the Specific Plan.

### 9.2.2 Energy

Per Appendix F of the CEQA Guidelines and Public Resources Code Section 21100(b)(2), an EIR must disclose and discuss the potential for the project to result in impacts on energy conservation and/or consumption. A project may have the potential to cause such impacts if it would result in the inefficient, wasteful, or unnecessary consumption of energy, including electricity, natural gas, or transportation fuel supplies and/or resources. Based on the analysis contained in Chapter 4, it can be concluded that the demand for energy (total equivalent BTUs for electrical and natural gas usage) as a result of the Project is lower than County and the state average energy demands, and VMT is 20 percent

less than county and state averages; as such, the Project has been demonstrated to be more energy efficient. When considering the potential for the Project to result in greater conservation of electricity, natural gas, and transportation fuel through the implementation of proposed Project design features and required mitigation measures not quantified above, the proposed Project has a low potential to result in adverse impacts on energy resources and conservation.

### **9.2.3 Cumulative Impacts**

A critically important component of an EIR is the Cumulative Impacts discussion. Chapter 5 of the EIR discusses a Cumulative Impact Analysis under CEQA. Including Past, Present, Probable Future Projects; and a Summary of Cumulative Impacts. Whereas a project in and of itself may not result in an adverse environmental impact, its cumulative effects may. Therefore, the CEQA Guidelines require a discussion of cumulative impacts per Section 15130. The Discussion of Cumulative Impacts defines cumulative impacts per Section 15355 - "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

As noted in Chapter 5, there are no Significant and Unavoidable Impacts; and Less Than Significant Impacts with Mitigation are summarized in Table 5-3 of the EIR. There are a number of cumulative impacts that do not need mitigation; these impacts are listed in Table 5-4 (Checklist Items with Less Than Significant Impacts). Chapter 9 of the EIR contains a complete list of Mitigation Measures to be implemented as part of the proposed Project. Chapter 5 also contains a No Impacts summary in Table 5-5 (Checklist Items with No Impacts).

### **9.2.4 Alternatives**

CEQA Guidelines Section 15126.6 requires that a reasonable range of Alternatives to the proposed Project be discussed in the EIR. The proposed Project is the superior alternative. The conclusion contained in Chapter 6 is based on the criteria established for the site and the three reasonable Alternatives. The three Alternatives evaluated are:

Alternative 1 – Reduced Density (Same Footprint)

Alternative 2 – Increased Density (Smaller Footprint)

Alternative 3 – No Build / No Project

The proposed Alternatives were analyzed based on five evaluation criteria which include each of the objectives of the Project and the assessment of the potential environmental impacts. Each Alternative considered did not meet all the evaluation criteria. The following is a summary of the advantages and disadvantages of each Alternative:



**Table 9-1****Advantages and Disadvantages of Project Alternatives**

<b>Alternative No. 1 Advantages and Disadvantages</b>	
<b>Advantages</b>	<b>Disadvantages</b>
Slightly less impacts to air quality/GHG, noise, traffic, water use, utilities, and population/housing.	Lack of diversity of housing products.
More attractive product to higher-end estate type housing buyers.	Economic feasibility (e.g., housing affordability) in question due to potential lack of higher-end buyers.

<b>Alternative No. 2 Advantages and Disadvantages</b>	
<b>Advantages</b>	<b>Disadvantages</b>
Slightly less impacts to air quality/GHG, noise, traffic, water use, utilities, and population/housing.	Does not provide for comprehensive planning of the specific plan area.
More low/moderate income housing.	Lack of diversity of housing products.
Less impacts to agriculture, biological and cultural resources.	Lack of continuity with existing neighborhoods.
	Difficulty in farming a small remaining section of the land.

<b>Alternative No. 3 Advantages and Disadvantages</b>	
<b>Advantages</b>	<b>Disadvantages</b>
No environmental impacts beyond base-line conditions.	Does not meet any project objectives or project-specific elements.

As discussed in Alternatives 1 and 2, each of the Alternatives could result in more adverse environmental impacts than the proposed Project as specified on the CEQA resources checklist. Therefore, the proposed Project is the environmentally superior alternative.

Environmental impacts associated with each of the alternatives presented compared to the Preferred Alternative are shown in Table 6-1 Impacts of Alternatives Compared to the Proposed Project. Table 6-2 is a matrix comparing each Alternative's and the Preferred Alternative's abilities to achieve the Evaluation Criteria.

### **9.2.5 Economic, Social, & Growth Inducing Impacts**

This Chapter discusses the Economic, Social, and Growth Inducing effects of the Project. It contains Table 7-1 which provides the CEQA requirements and a summary of the impact analysis as follows:

- Economic Effects - The proposed Project will not result in negative impacts to the region. It will result in increases in economic benefits to the region in the short term and long term. The Project will result in temporary construction-related jobs. Long term economic benefits include payment of property taxes as well as on-going income expenditures of the residents of the new housing in and around Kingsburg (such as groceries, gasoline, household items, etc.).
- Social Impacts - The proposed Project would not result in disproportionate environmental effects on minority populations, low income populations, or Native Americans. The proposed Project does not pose any adverse environmental justice issues that would require mitigation. The project would improve the availability of quality residential housing in the area.
- Growth Inducing Effects - The proposed Project would not result in significant growth inducing impacts. The Project site is already in the Kingsburg Sphere of Influence and is planned for residential development. The growth and associated population increase is in accordance with the housing parameters set forth in the City of Kingsburg General Plan and the Tulare County General Plan in reaching their RHNA goals.

The EIR concluded that implementation of the proposed Project will result in Less Than Significant environmental impacts, either individually or cumulatively, caused by either economic, social, or growth inducing effects.

### **9.2.6 Immitigable Impacts**

This discussion provides determinations consistent with CEQA Guidelines Sections 15126.2 (b) Environmental Effects That Cannot Be Avoided, 15126.2 (c) Irreversible Impacts, and Statement of Overriding Considerations. This Project will not result in significant and unavoidable impacts. All impacts have been found to be less than significant, or have been mitigated to a level considered less than significant. Based on the analysis contained in the No Environmental Impacts That Cannot Be Avoided, and the No Irreversible Impact sections contained in Chapter 8, a Statement of Overriding Considerations is not necessary. The Project's merits and objectives are discussed in the Project Description and are found to be consistent with the intent of the County of Tulare and its 2030 General

Plan. As noted earlier, there are one hundred fourteen (114) General Plan Policies that apply to this Project. Chapter 3 of this document provides a complete list of applicable policies for the specific Resource item discussed. Thus, the Project's benefits would outweigh any unavoidable and inmitigable impacts to warrant a Statement of Overriding Considerations.

#### **9.2.7 Mitigation Monitoring and Reporting Program**

A summary of the Mitigation Monitoring and Reporting Program is contained at the end of this Executive Summary and in its entirety in Chapter 9. CEQA Section 21081.6 requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment. The mitigation monitoring and reporting program is required to ensure compliance during a project's implementation. Consistent with CEQA requirements, the Mitigation Monitoring and Reporting Program contained in this EIR include the following elements:

- Action and Procedure. The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
- Compliance and Verification. A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
- Flexibility. The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the Mitigation Monitoring and Reporting Program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

Appendix A of the Specific Plan includes the Mitigation Monitoring and Reporting Program.

# Part Ten: Specific Plan Enforcement and Implementation

## **10.1 Annexation/Service Agreements**

Portions of the Project that are in Tulare County are in SKF's Sphere of Influence but are not in the district. On October 12<sup>th</sup>, 2017, the SKF Board of Directors provided authorization to issue a "will serve" letter for the Project to permit its annexation to the District. This will be through annexation proceedings through the Tulare County LAFCo. Annexation of the Tulare County portion of the Project to SKF will be during Phase 1 of the Project. The portions of the Project in Fresno County are already in SKF's district. The portion of the Project that is within Fresno County but not yet within the City limits at the time this Specific Plan is adopted will be annexed as part of Phase 3 of the Project by Fresno County LAFCo.

## **10.2 Zoning**

This Specific Plan establishes the zoning and land development standards for the Project. Once adopted the Tulare County Board of Supervisors by Ordinance, the development regulations contained herein will supplant those in the Tulare County Zoning Ordinance.

## **10.3 Subdivision**

The precise location of streets and utilities and the precise boundaries of development sites will be determined as subdivision maps are approved. The Project is proposed in four phases and each will involve a final subdivision map. A Vesting Tentative Subdivision map will be processed concurrently with this Specific Plan and the other related entitlement. The City of Kingsburg will process and approve a Vesting Tentative Map for the portion of the Project in Fresno County, and after the County's certification of the EIR for the Project. A Subdivision Agreement will be processed with each Final Map, and bonds will be provided to ensure faithful completion of the subdivision improvements.

## **10.4 Architectural and Design Review**

In order to ensure consistency with the provisions of this Specific Plan, building permits and housing master plans will be subject to administrative review and approval. The County's Associate Director for Economic Development and Planning, or a designee, shall be responsible for ensuring compliance with the design regulations. In order to ensure concurrence by the City of Kingsburg, house master plans or "stock" plans shall be referred to the City for review and comment prior to approval, and the County shall require revisions where necessary and appropriate to ensure compliance with the provisions of the Specific Plan.

## **10.5 Building Permits**

The County shall be responsible for plan-check, inspection, and occupancy release in the County portion of the Project and the City will be responsible for plan-check, inspection, and occupancy release in the City portion of the Project, unless the City and County establish an agreement otherwise.

## **10.6 Public Facilities Financing**

Part Eight of the Specific Plan summarizes the required financing mechanisms for the infrastructure improvements and services that will be required to serve the Project. Table 8-1 identifies the development impact fees applicable to various portion of the Project. The County shall require that City impact fees identified in Table 8-1 are paid prior to issuance of building permits.

Development within the Project area will be supported by public facilities located in the area, and by the extended systems that exist or will be developed. Facilities such as local streets and utility lines will be installed by Project developer(s) of the area and dedicated to the City or County as applicable.

## **10.7 Interpretation and Amendment**

Implementation of this Specific Plan is expected to occur over several years. During that time, questions may arise which the plan does not completely answer. Also, there may be desires to develop some features differently from original proposals described in the Specific Plan. The specific processes and authorized authorities to provide Specific Plan Interpretations, Adjustments, Minor Amendments and Major Amendments is described below.

**Interpretations** are judgments that apply the stated intent of this plan to specific situations. Interpretations generally are limited to details where the features of this plan may appear to provide different guidance from each other, or from other adopted City or County policies or the requirements of other agencies. Interpretations may be needed when considering a discretionary development application, such as a subdivision map, or a ministerial application, such as a building permit. The person or body with approval authority for the application makes the interpretation. In the case of ministerial development applications, this is the County Economic Development and Planning Director for the County for the portions of the Project located in the County, and the City Manager of the City of Kingsburg for portions of the Project located in the City. In making any such an interpretation, the applicable approving authority shall consult with any other affected City departments, and with the other approving authority (that is, the Economic Development and Planning Director and the City Manager).

**Adjustments** are minor changes to precise features of the plan, where the resulting difference in development type or capacity is not significant and the change is clearly consistent with the intent of the Specific Plan. This may involve precise zoning boundaries to confirm with legal property boundaries, street locations (although not including adjustments of street locations more than half a street

width), the adjustment of utilities that are in substantial conformance with the utility master plan, or a modification of a lot or site development dimensional requirement (yard setback, height, etc.) of no more than 10 percent of the required dimension. Minimum lot area (including minimum number or percentage of 10,000 square foot lots in the R-1-7 zone) may be permitted as an adjustment, but only with the concurrence of the City approving authority. An adjustment may also include a reduction in the number of total lots by no more than 10 percent, or an increase in the number of lots by no more than 5 percent. The Economic Development and Planning Director shall be authorized to make such adjustments for the portions of the Project in the County, and the City Manager may make such adjustments for area of the Project in the City. In making any such interpretation, the applicable approving authority shall consult with any other affected City departments, and with the other approving authority (that is, the Economic Development and Planning Direct and the City Manager) to ensure consistency.

**Amendments** are changes to features of the plan involving differences in development type or capacity (including public facilities). Amendments usually involve a question of consistency with the original intent of the Specific Plan, or with the General Plan. Amendments shall include any change that is not an interpretation or an adjustment. **Minor Amendments** and **Major Amendments** may be permitted to the Specific Plan. Minor Amendments shall include an increase in the number of total lots by more than 5 percent or a reduction in the number of total lots by no more than 10 percent. Minor amendments shall also include a change in the configuration of the Project areas various zoning areas (R-1-7 and RM-3.0), as long as there is no change in the total number of lots. All Minor Amendments shall be approved by the Planning Commission for the City or County, as applicable. All other amendments shall be Major Amendments and shall require the approval by the Board of Supervisors upon review and recommendation of the City of Kingsburg City Council, and the Tulare County Planning Commission.

All actions to implement this Specific Plan (excluding financing mechanisms) are subject to environmental review, and an EIR has been prepared for the Project as described in Part Nine. For projects and implementing actions that are consistent with this Specific Plan, for Adjustments, Interpretations and Minor Amendments, the environmental determination is expected to be that the project is “categorically exempt” due to its type or size, or that further environmental review is not needed because the Environmental Impact Report for the Specific Plan has adequately addressed all environmental issues. Further environmental review may be required for Major Amendments to the Specific Plan area only if, (a) a previously unknown environmental resource or hazard is discovered on the site, or (b) local conditions have changed substantially since the certification of the Environmental Impact Report. In such cases the Lead Agency may prepare an Addendum or Supplement to the EIR, as appropriate, or a subsequent comprehensive or focused EIR.

## **10.8 Phasing**

Development is expected to start in 2017 and to be completed within three to five years thereafter. The sequencing of development shall be in conformance with the phasing indicated on

Figure 1-4. Key features and improvements, and their phasing is described in Table 10-1 below. Unless specified otherwise in Table 10-1, all other improvements will be installed that are within the applicable phase boundary.

**Table 10-1**  
**Infrastructure and Improvement Phasing**

<u>Improvement</u>	Phase			
	1	2	3	4
<u>Sewer</u>				
Connection to SKF Trunk Line	●			
Annexation to SKF District	●			
<u>Water</u>				
Connection to City Water Main in Madsen	●			
Connection to City Water Main in Mariposa	●			
Connection to City Water Main in 22 <sup>nd</sup> Avenue		●		
<u>Storm Drainage</u>				
Pond South of Kern (Initial 7.75 acre-feet of Capacity)	●			
Added 3.0 acre-feet of Pond Capacity		●		
Added 0.8 acre-feet of Pond Capacity				●
21 <sup>st</sup> Avenue and Kern Street Storm Drains				●
Bergman/Gunnar/23 <sup>rd</sup> Avenue 30" Trunk Line to Pond	●			
<u>Streets and Ped Improvement</u>				
Sidewalk/Ped and Bike Path Connections to 18 <sup>th</sup> /Kern	●			
Sidewalk/Ped and Bike Path Connection to Sierra/Madsen			●	
Kern Street Ped/Bike Trail	●			
Madsen Ped/Bike Trail South of Lindquist		●		
Madsen Ped/Bike Trail North of Lindquist			●	
Neighborhood Park		●		
CID Ditch Undergrounding				
South of Lindquist		●		
North of Lindquist			●	