



# Proposed General Plan Amendments

Planning Commission Draft Dated  
January 6, 2012

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This document identifies the proposed amendments to the City's General Plan that would be made concurrently with adoption of the Zoning and Development Codes.

City of Lemoore  
Zoning and Development Codes

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The following proposed amendments to the General Plan are shown in “track changes” where ~~strikeout~~ indicates text to be deleted and underline indicates text to be added.

## Chapter 2: Land Use

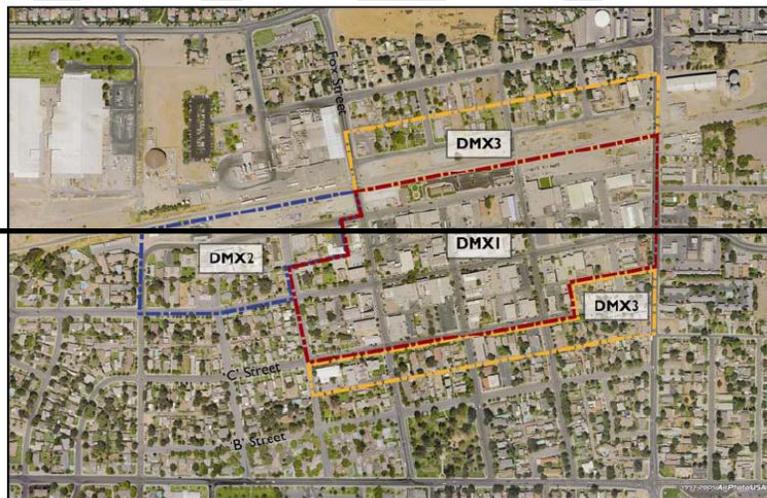
### Policy LU-I-28 – Downtown and DMX Zones

#### *Downtown*

LU-I-28 Establish Downtown Mixed Use Zones (DMX1, DMX2 and DMX3) in the Zoning Ordinance with the following land use requirements:

- DMX1 will allow retail, commercial, professional office, second-story residential, public and institutional uses, provided retail and restaurant uses are retained as a primary use at the site. Typical new buildings will require a minimum height of at least 20 feet or two-story, with exceptions for uses with special needs (e.g. cinemas). Service Commercial types of uses may be allowed when deemed appropriate through a Conditional Use Permit.
- DMX2 will allow retail, commercial, professional office, high-density residential or live/work studios, public and institutional uses.
- DMX3 will allow professional office and medium-density residential, with small-scale support commercial uses, with bed-and-breakfast use an option.

*The design of all new buildings, including elements such as lot width and setback, must respect the character of Downtown and surrounding neighborhoods by following requirements set out in the Downtown Design Guidelines.*



*Note: figure to be removed*

## Chapter 3: Community Design

### Implementing Action CD-I-7 - Parkways

CD-I-7 Provide parkway strips with large canopy trees and other planting as needed along arterial, parkway, and collector (no on-street parking) streets between the road and sidewalk to buffer pedestrians from traffic and help define residential and commercial streets.

*Parkway strips would not be required in industrial areas or where existing monolithic sidewalk conditions would make it inappropriate. Parkway strips are also not required in residential neighborhoods.*

### Implementing Action CD-I-11 - Heritage Trees

CD-I-11 Preserve and protect heritage trees:

- Adopt a Tree Protection Ordinance;
- Require developers to preserve protected trees and submit an inventory and a site plan showing the location of all trees prior to any grading, demolition, or site work. Cutting of protected trees will require a permit and will only be allowed if trees are diseased, dying, or pose a danger to human activity; and
- Require developers replace a similar tree of like size and species within 50 feet of its original location if a protected tree is removed during construction.

*The Tree Protection Ordinance will also stipulate which trees qualify as heritage trees by type and size, permit application details, inventory requirements, and violation fines, and may also include maximum number of tree cuttings allowed per acreage of development, and different standards pertaining to heritage trees, old oak trees, riparian vegetation, and trees of community interest. These trees typically include Valley Oak, Magnolia Ash, California Sycamore, ~~Cottonwood, Modesto Ash, Italian Stone Pine, and California Fan Palm and Eucalyptus.~~ Cottonwood and Eucalyptus trees shall generally be exempt from the Tree Protection Ordinance, unless they qualify as habitat for special status species.*

### Implementing Action CD-I-23 - Downtown Design

CD-I-23 Continue to implement the Downtown Revitalization Plan and require use of the Architectural Design Guidelines design standards provided in the Zoning Code throughout the Downtown Mixed Use Zones.

### Implementing Action CD-I-54 - Street/Building Relationship

CD-I-54 Design local streets not only to accommodate traffic, but also to serve as comfortable pedestrian environments. These should include, but not be limited to:

- Street tree planting adjacent to curb between the street and sidewalk (the “parkway strip”) to provide a buffer between the pedestrian and the automobile, as well as in the landscaped buffer between the sidewalk and adjacent buildings, where appropriate along arterial, parkway, and collector (no on-street parking) streets; and
- Sidewalks on both sides of streets.

## Chapter 4: Circulation

### Page 4-7 – Street System, Collector and Local Streets

**Collector Streets.** Collector streets provide a link between neighborhood streets and arterials. Collectors provide two through travel lanes, in addition to any bike lanes where called for in the bikeway plan. In fact, all collectors should be designed to include bicycle lanes. On-street parking may be provided if sufficient width is available. Collectors also provide access to adjacent properties, so driveway access should be discouraged but need not be restricted (subject to accepted engineering practices). Bike lanes, landscaped parkway strips (when there is no on-street parking), sidewalks, and transit facilities may also be accommodated depending on the right-of-way available. Collector Streets include Hanford-Armona Road, west of Belle Haven Drive, Industry Way, Cinnamon Drive, Cedar Lane, 19th ½ Avenue, Liberty Drive, Fox Street, Follett Street, Daphne Lane as well as the three proposed collectors (2 north-south and 1 east-west) in the north-easterly part of the City.

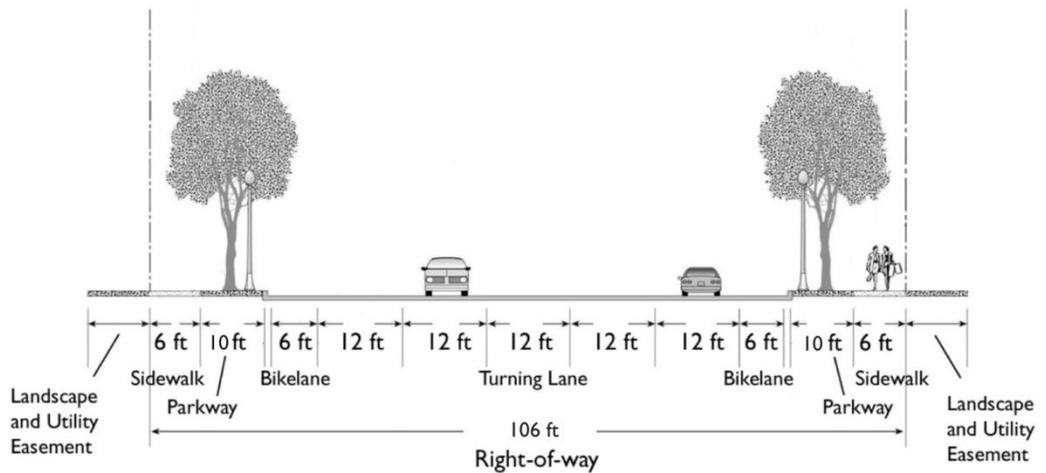
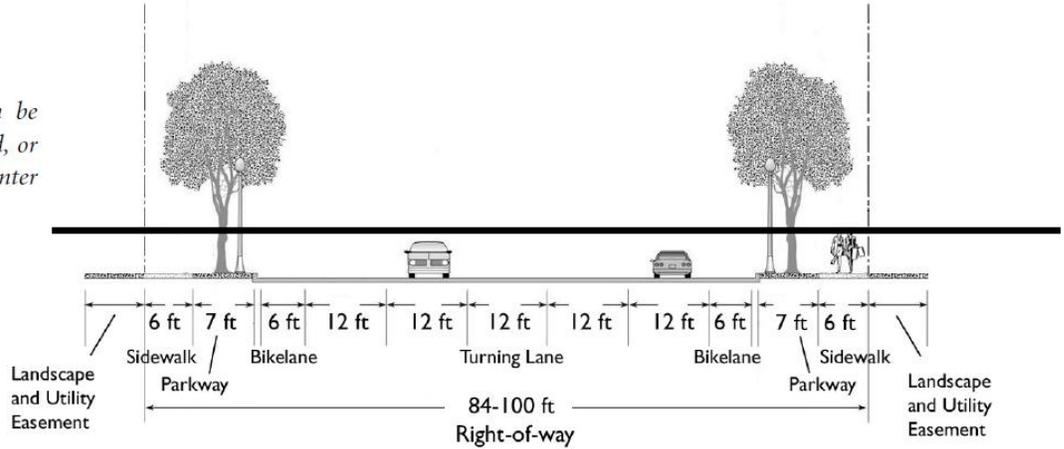
**Local Streets.** The primary function of local streets is to provide direct access to adjacent properties. Local streets should provide two travel lanes, ~~landscaped parkway strips,~~ and sidewalks. On-street parking may be restricted if needed. Bike lanes are usually not needed because these streets carry low traffic volumes and all are considered to be bicycle friendly.

**Figure 4-3: Street Sections**

The following portions of Figure 4-3, Street Sections, are hereby modified; all portions not shown would remain the same.

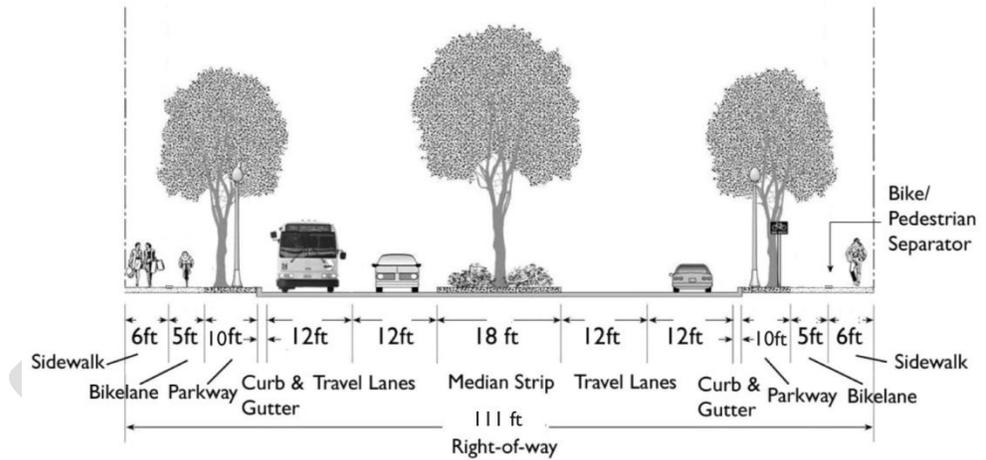
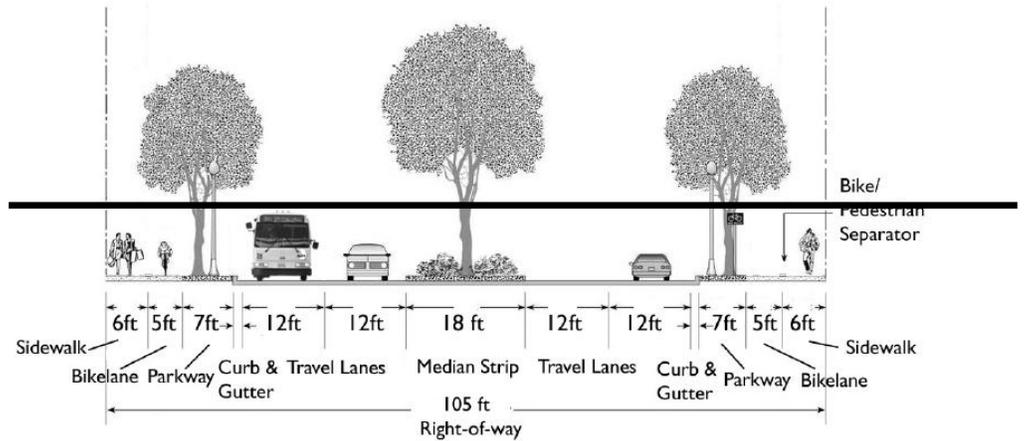
**ARTERIAL**

The turning lane can be omitted if not required, or turned into a center median

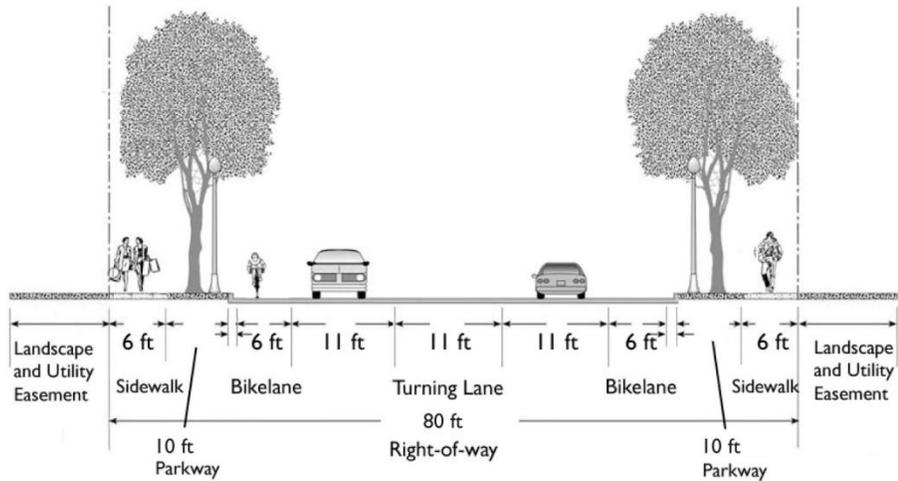
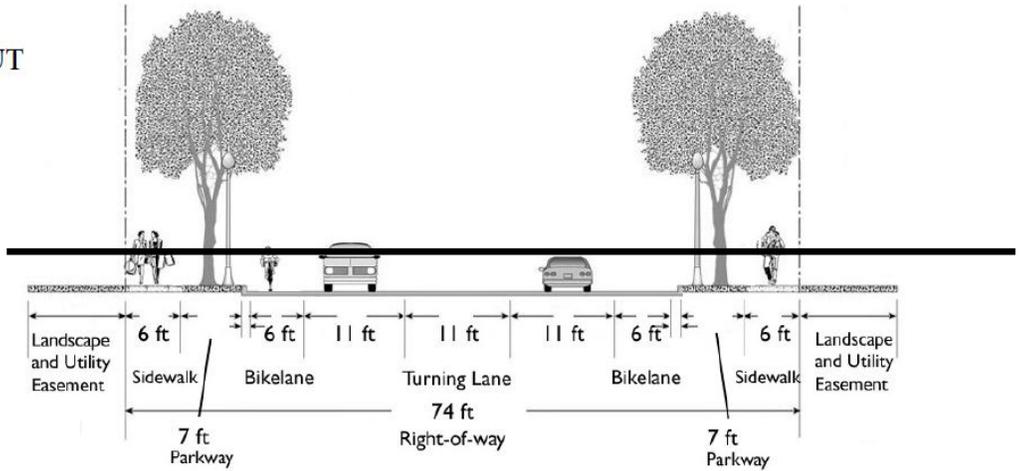


**MEDIAN PARKWAY**

*The median width is negotiable depending on site and road conditions.*

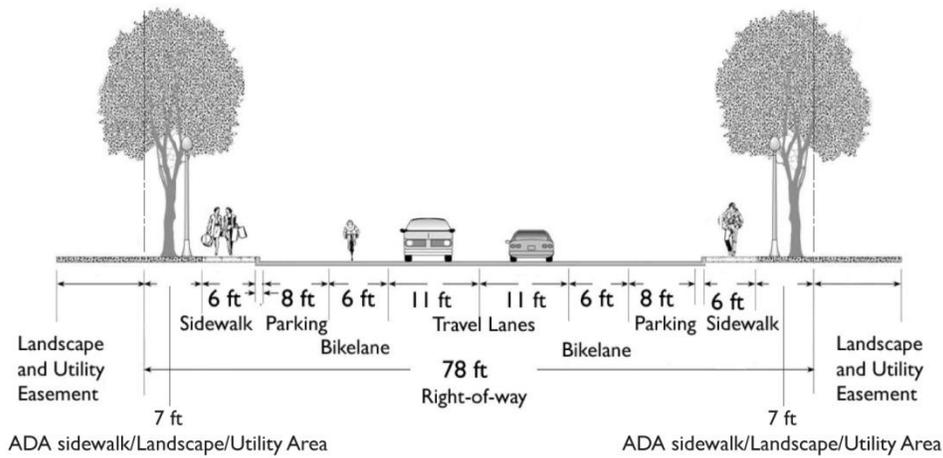
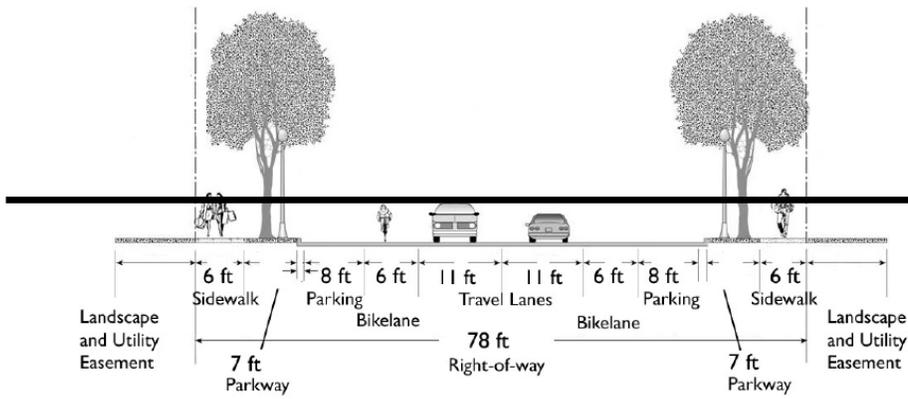


### COLLECTOR WITHOUT ON-STREET PARKING



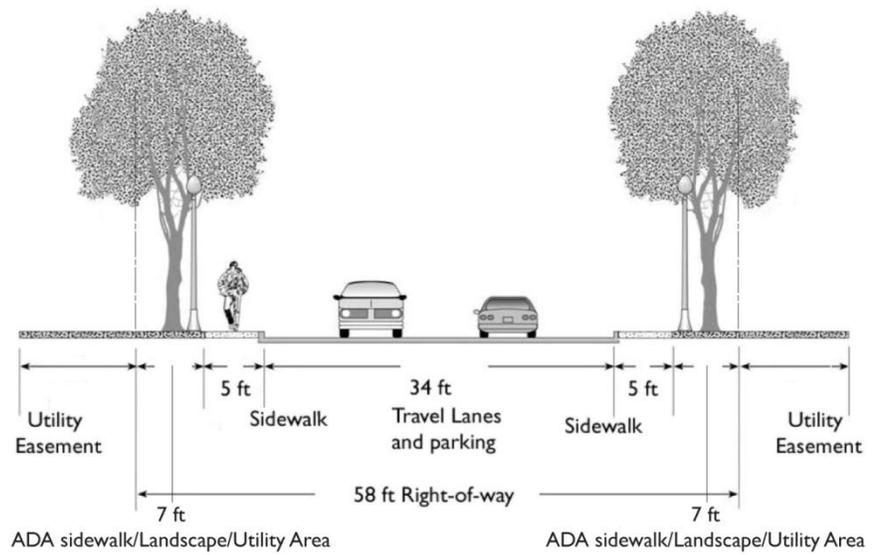
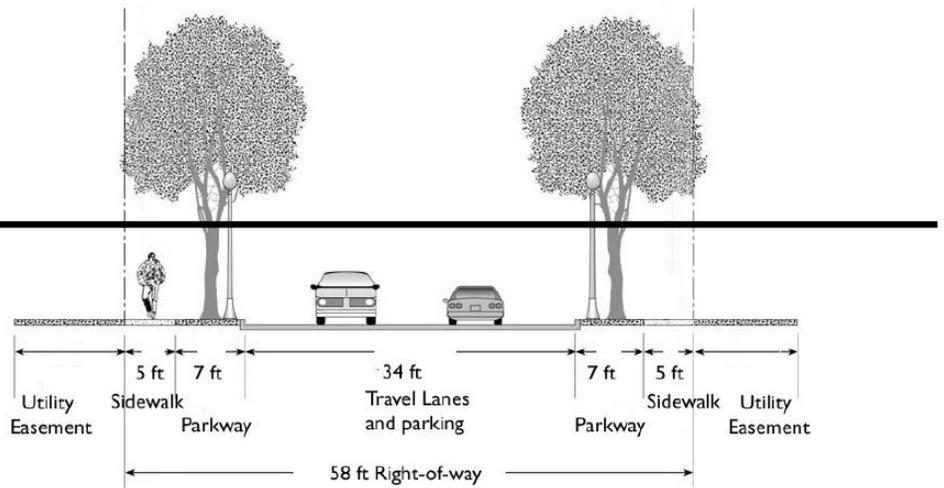
**COLLECTOR WITH ON-STREET PARKING**

*At intersections parking will be removed to accommodate turn lanes.*



LOCAL STREET

The general proposed street width from curb- to-curb should be 54', however the Planning Commission and/or the City Council can modify the size based on the street and neighborhood characteristics.



**Table 4.4 - Typical Street Elements and Widths**

*Note: The following change removes the parkway requirements for local and collector streets with on-street parking. All larger streets (parkways, arterials) would continue to require parkways between the back of curb and front of walk, but the minimum width has been increased to help alleviate the potential damage trees can cause on public improvements. The removal of the requirement from local streets will eliminate issues for single family homeowners.*

Street Classification	Right-of-Way Width	Curb-to-Curb Width	Travel Lanes: Number	Parking Lanes: Number	Bicycle Lanes: (each side)	Median Strip	Parkway (each side)*	Sidewalks (each side)	ADA Sidewalk/Landscape/Utility Area (each side, behind sidewalk)
Arterial	<del>84-100</del> 106 ft	56-75 ft	4-5	None	6 ft	None	<del>7</del> 10 ft	6 ft	None
Parkway	<del>105</del> 111 ft	69 ft	4	None	5 ft	18 ft	<del>7</del> 10 ft	6 ft	None
Collector: without on-street parking	<del>74</del> 80 ft	48 ft	2-3	None	6 ft	None	<del>7</del> 10 ft	6 ft	None
Collector: with on-street parking	78 ft	52 ft	2	2	6 ft	None	<del>7</del> ft None	6 ft	7 ft
Downtown Street	80-86 ft	Approx. 60 ft	2	2 (Diagonal Parking)	None	None	10-12 ft combined width of sidewalks and planter strip or tree wells		None
Local Residential Street	58 ft	34 ft	Parking lanes on each side, and one shared central travel lane.		None	None	<del>7</del> ft None	5 ft	7 ft
Cul-de-sac or other dead-end Street serving less than 10 homes	56-58 ft	36 ft	2	2	None	5 ft, as alternative to planter strip None	7 ft, or option to substitute median strip None	5 ft, which may have option to eliminate at bulb	7 ft
Rural Street	36-50 ft	22-26 ft	2	None	None	None	Dirt/gravel road shoulder		None

Notes: All dimensions shown are approximate only and should be adjusted to suit site conditions and functional need.

**NOTE: Other sections of the General Plan may require amendments to reflect the changes to parkways above.**

## Chapter 9: Implementation

### Page9-6: Consistency Between the General Plan and Zoning

#### CONSISTENCY BETWEEN THE GENERAL PLAN AND THE ZONING ORDINANCE

Lemoore will implement many General Plan policies through the City’s Zoning Ordinance. Zoning must be consistent with the General Plan if the City’s land use, housing, and open space policies are to be realized. A fundamental link between the General Plan and zoning is land use/zoning consistency. Table 9.1 shows how zoning districts in Lemoore are consistent with the land use designations of this General Plan. In some areas, new zoning districts are needed. In others, the existing zoning will need to be amended, as prescribed by the implementing policies in this Plan.

**Table 9.1 Consistency Between the General Plan and Zoning**

<i>General Plan Land Use Designation</i>	<i>Existing Zoning District</i>	<i>Proposed New Zoning District</i>
<b>Residential</b>		
<u>Agricultural/Rural</u>		<u>AR</u>
Very Low Density Residential	RA-20, RA-40	RVLD
Low Density Residential	4-1-7, R-1-10	RLD, <u>RN (also DMX-2 and DMX-3 in the Downtown)</u>
Low-Medium Density Residential	R-1-5, <del>R-1-7</del> PUD	RLMD, RN (also DMX-2 and DMX-3 in the Downtown)
Medium Density Residential	RM-2.5, RM-3	RMD
High Density Residential	RM-2	RHD
<b>Mixed Use</b>		
<del>Downtown</del> Mixed Use <u>(in the Downtown)</u>	CC, CS, <del>RM-2,</del> RM-3, PO	DMX-1, DMX-2, DMX-3
Mixed Use <u>(elsewhere)</u>	CC, CH, <del>RM-3,</del> PO	MU
<b>Office, Commercial, Industrial</b>		
Neighborhood Commercial	CC, CH	NC <u>(also DMX-2 in the Downtown)</u>
Regional Commercial	CC, CH	RC
Office/Professional	PO	PO <u>(also DMX-2 and DMX-3 in the Downtown)</u>
Light Industrial	ML, SC	ML <u>(also DMX-2 in the Downtown)</u>
Heavy Industrial	MH	MH
Business, Technology, and Industrial Reserve	-	<del>BTR</del> <u>(1)</u>
<b>Other</b>		
Wetlands	RSC	W
<u>Agricultural/Rural</u>	RSC	AR
<u>Agriculture</u>		AG
<u>Parks/Recreation/Greenway/Detention Ponding-Basin</u>	RSC	PR
Community Facilities	RSC	PS <u>CF (also DMX-1, DMX-2, and DMX-3 in the Downtown)</u>

1. ~~These districts may be used while the Zoning Ordinance is being updated.~~ Only applies to lands outside of the City limits.

2. This list only includes base zoning districts. Generally, overlay districts are consistent with all General Plan land use categories and may be restricted to certain base zoning districts as stipulated in adopting ordinances.

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