

# I Introduction

The 2030 Lemoore General Plan is a planning document created based on input from City officials and residents. It articulates a vision of what the Lemoore community aspires to be in the year 2030. The Plan builds on what people love about Lemoore – its relaxed pace of life, safe neighborhoods, community, and small town atmosphere – and strives to maintain what is good and desirable as it grows into the future. The Plan translates these ideas into a set of policies and actions that will help decision-makers shape how Lemoore looks, provides services, and manages resources through 2030.

This chapter of the General Plan provides an overview of the document. It gives the reader a background to the planning process and an outline of current community conditions. Key themes and initiatives are highlighted, and summary tables give a quick overview of anticipated conditions.

## **I.1 PURPOSE OF THE GENERAL PLAN**

---

The Lemoore General Plan is a legal mandate required under State law to address issues related to physical development and conservation of City resources. The General Plan connects local development processes with broader regional and statewide goals and policies. While the plan builds on input from City residents, it is not merely a compendium of ideas and wish lists. Plan policies focus on what is concrete and achievable in the planning period and sets forth specific actions to be taken by the City. Broad objectives such as “conserve natural resources”, “promote quality of life” and “enhance small town feel” are refined into action-oriented policies united under one overarching vision – that of *a vibrant, safe, and attractive city with small town character, a strong and diverse economy, affordable housing, an efficient and attractive circulation system and a superb quality of life*. The Plan is long-range and is designed to be used on an ongoing basis. State law requires that other City documents, such

as specific plans, subdivision regulations, and the zoning ordinance are subordinate to, and must be consistent with, the General Plan. Nonetheless, the General Plan does not, and cannot cover all aspects of City government. There are some instances where detailed studies are necessary before plan policies can be implemented.

Thus, the 2030 Lemoore General Plan serves the following purposes:

- It outlines a long-range vision that reflects the aspirations of the community, and provides steps to achieve this vision;
- It establishes short- and long-range policies to guide the Planning Department, Redevelopment Division, Public Works Department, Parks and Recreation Department, Planning Commission and City Council decision-making;
- It provides a basis for determining whether specific development proposals and public projects are in harmony with the community's long-range vision;
- It facilitates City departments, other public agencies, and private developers in designing projects that will enhance the character of the community, preserve environmental resources, and minimize hazards; and
- It forms the foundation for development of detailed plans and implementing programs, such as the Zoning Ordinance, subdivision regulations, specific and area plans, and the Capital Improvements Program.

### **WHY THE PLAN IS BEING UPDATED?**

General plans must look into the future at least 20 years and are typically revised every 10 years. Lemoore last adopted a General Plan in 1992. Since then, there has been extraordinary growth in the City, far exceeding previous expectations and plan provisions. Amendments were made to the General Plan in 1997, 1999, and 2000. A number of State and federal laws guiding Plan policies have also been updated recently. As such, Lemoore citizens and leaders must take stock of the existing situation and proceed to plan for sustainable development in line with an updated vision.

To be a success, the Lemoore General Plan should meet both current community requirements *and* future needs. It is forward looking and is designed to address the challenge of accommodating growth while enhancing residents' quality of life. Some objectives not covered in the 1992 plan are addressed here. These include enhancing Downtown as a vibrant center, building a diversified job base, encouraging small mixed-use neighborhood centers, protecting agricultural land and natural resources, increasing the provision of parkland in the City, and improving pedestrian and bicycle connectivity throughout Lemoore. This Plan is comprehensive and integrates many key ideas from developments and programs occurring since 1992, such as Kings County's 2003 Housing Element Update, 2003 Transit Development Plan and 2005 Regional Bicycle Plan.

Updating the General Plan will enable the City to affirm or modify existing policies, establish new policies, create a foundation for community involvement and informed decision-making, and react to recent and on-going regional housing, open space, economic and transportation planning efforts and trends.

## PLAN PREPARATION PROCESS



A series of community workshops were held to obtain feedback from Lemoore residents.

The City of Lemoore initiated the comprehensive update of its General Plan in the summer of 2005. To help prepare this General Plan, a General Plan Steering Committee (GPSC) was formed. This committee was comprised mostly of City residents appointed by the City Council to review and comment on General Plan documents prepared by project consultants.

Major work on the 2030 General Plan formally began in June 2006 with a kick-off meeting between the Planning Commission and City Council. The first major step in the process was the preparation of Community leader interviews and a community survey in July 2006. After understanding existing conditions and preliminary planning issues of concern, the first Community Workshop was held in August 2006. Numerous survey documents, meeting summaries and other documents were produced in this period. Notable ones included a *community newsletter* in July 2006, a *Summary Report of Problems and Opportunity Areas* in September 2006, and a *Map Atlas* in October 2006.

The second phase of the update process began with a second *newsletter* and meetings to condense key ideas into two alternative Sketch Plans for consideration. The sketch plans illustrated visions of the City in 2030 from comments received from the GPSC and the public, and essentially bracket the range of choices having broad support at that time. These meetings culminated in the production of a *Sketch Plan Workbook* and a presentation to the community in the second Community Meeting in November 2006.

The next step involved refining alternative plans into a single *Preferred Plan Concept* based on community feedback and a survey of residents' definition of 'small town atmosphere.' The result was presented to the GPSC for review in April 2007. The adopted Preferred Plan Concept provided the basis for this General Plan. Most of these documents, maps, and meeting agendas are available for public download via the City website at: [http://www.lemoore.com/planning/general\\_plan\\_update.htm](http://www.lemoore.com/planning/general_plan_update.htm).

This cyclical and creative interaction with City officials and staff, key stakeholders, Lemoore residents and the City's technical consultants results in the 2030 Lemoore General Plan.

## **I.2 REGIONAL LOCATION AND PLANNING BOUNDARIES**

### **REGIONAL LOCATION**

The City of Lemoore is situated within the northern portion of Kings County, in the center of the San Joaquin Valley. The City is conveniently located in the center of California near the junction of California State Route 198 (SR-198) and State Route 41 (SR-41), approximately 170 miles southeast of San Jose and 100 miles northwest of Bakersfield. A number of national

parks including Yosemite, Sequoia, and Kings Canyon National Park and the scenic Central Coast, are located within a two-hour drive. The regional setting is depicted in **Figure 1-1**.

The Naval Air Station Lemoore (NAS Lemoore) is located approximately 3 miles west of the Planning Area. The NASL is one of the Navy’s master jet bases in the United States and a major economic driver for Lemoore. By one estimate, NASL provides approximately 1,400 civilian jobs to people living in the City.<sup>1</sup> Approximately 6,300 military personnel worked on base in 2006.<sup>2</sup> By 2009, the population of military personal is expected to increase to approximately 8,800—a 52 percent increase—while the total population is expected to reach 26,000.<sup>3</sup>

The Santa Rosa Rancheria is located approximately 2 miles south of the Planning Area. The Rancheria consists of approximately 40 acres of land owned by the Tachi Yokuts Indians. The Palace Indian Gaming Center is located at the northern edge of the site. This facility—comprising nearly 500,000 square feet of space —includes a 177,000 square-foot casino, a seven-story hotel, and 53,000 square feet of warehouse space. The 235,000 square-foot crescent-shaped hotel includes 252 rooms, two swimming pools, a restaurant, a coffee shop, a conference center, a day spa, and a 2,000-seat amphitheatre. The casino is currently the second largest employer for people living in Lemoore, providing approximately 800 jobs.<sup>1</sup>

## **PLANNING BOUNDARIES**

According to State law, the City can establish a Planning Area that consists of land within the City and, “any land outside its boundaries which, in the planning agency’s judgment, bears relation to its planning.” The inclusion of land outside City limits does not necessarily mean that Lemoore is considering annexation, but they are included because land uses in these areas have a direct impact on the City.

### *Planning Area*

The Planning Area comprises approximately 12,200 acres (19.1 square miles) of both incorporated and unincorporated land bearing relation to the City’s future growth (**Figure 1-2**). More specifically, the Planning Area extends north between West Lacey Boulevard and the Glendale Avenue alignment to the north, the intersection of SR-198 and Houston Avenue to the east, Jackson Avenue to the south, and approximately a mile west of West Hills College Lemoore. The Planning Area includes land located within and adjacent to the City that has relevance for long-term development or conservation. The Planning Area also includes key transportation facilities including SR-198, SR-41, and the San Joaquin Valley Railroad. The Planning Area has been defined with the intention of focusing future growth on land contiguous to the City, preventing scattered development on adjacent farmlands with good soil quality, and planning for possible future highway interchanges at the intersections of SR-198 and 19th Avenue, SR-198 and Marsh Drive (21<sup>st</sup> Avenue alignment), SR-41 and Jackson Avenue, and SR-41 and Hanford-Armona Road.

---

<sup>1</sup> Kings County Economic Development Corporation, <http://www.kingsedc.org/lemoore.html>, 2006.

<sup>2</sup> Existing population, Public Information Officer, Naval Air Station Lemoore, July 2006.

<sup>3</sup> Projected population, Activity Overview Plan: Naval Air Station Lemoore, September 2005.

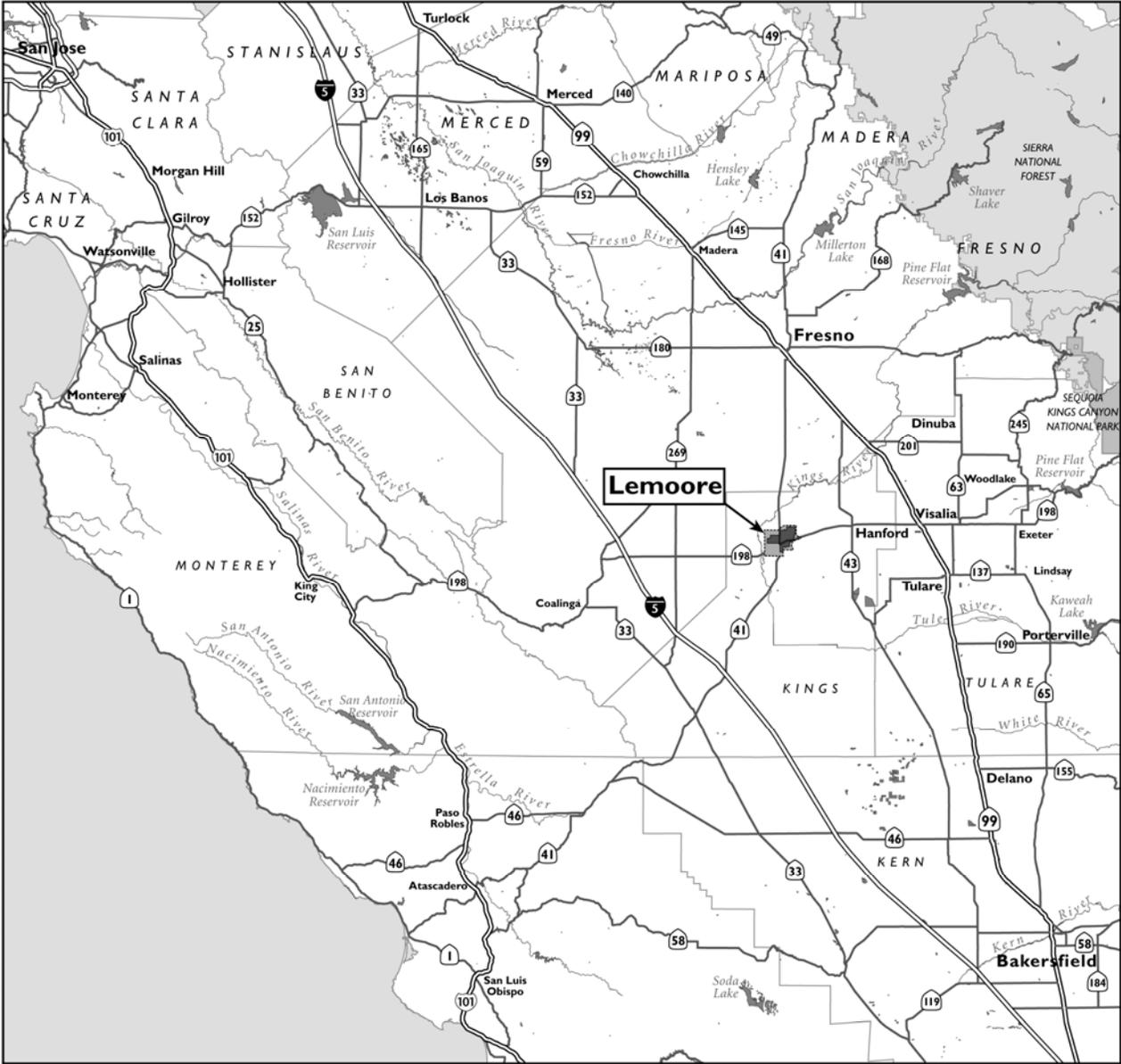


Figure I-1  
Regional Location

### *Urban Growth Boundary*

The General Plan Land Use Diagram on Figure 2-2 depicts an Urban Growth Boundary (UGB) representing land that is appropriate for and likely to be needed for urban purposes up to the year 2030.

The primary purpose of the UGB is to limit the extent to which urban development occurs within a specific time period. Prior to urbanization, rural uses, including farming, are acceptable on unincorporated land inside the UGB. The City's UGB includes a total of about 7,600 acres (12 square miles) or about 62 percent of the land located within the Planning Area.

### *Sphere of Influence*

Under State law, the Sphere of Influence (SOI) is defined as the ultimate physical boundary and service area of the City, beyond which urban development will not be allowed except for public parks and recreational facilities. For the purpose of this General Plan, the City proposes that the SOI line coincide with the Urban Growth Boundary. The Kings County Local Agency Formation Commission (LAFCO) establishes an additional distinction for SOI in the County. The "primary" SOI encompasses a City's ultimate service boundary, while the "secondary" SOI is an area where adjacent jurisdictions must receive notification of proposed development, so they may respond. Lemoore's SOI reflects a commitment to focus future growth within a compact urban area in order to prevent sprawl into the countryside and environmentally sensitive areas.

### *City Limits*

Lemoore exhibits characteristics of many Central Valley communities, with a traditional downtown surrounded by residential neighborhoods and agriculture lands. The City's existing City Limits encompass approximately 5,430 acres (8.5 square miles) of incorporated land or 44 percent of the Planning Area. The existing City Limits include residential, commercial and industrial developments as well as public facilities. These public facilities include City Hall, the Police Department, two fire stations, schools, a waste water treatment facility, the Lemoore Municipal Complex, and numerous park and recreational facilities.

Figure 1-2 Planning Boundaries (Front)

Figure 1-2 Back



Residents love the small town atmosphere and relaxed pace of life in Lemoore.

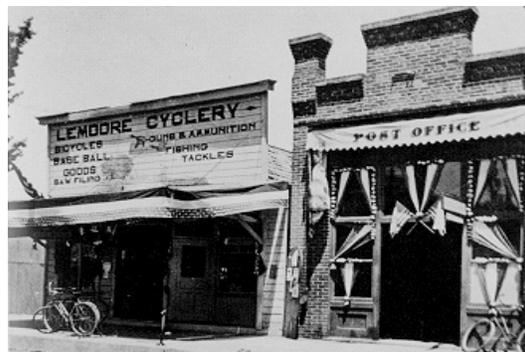


Just outside of city limits are agriculture lands and pastures.

### PLANNING IN CONTEXT: A BRIEF HISTORY OF LEMOORE

The land on which Lemoore is now located was originally occupied by Tachi Yokuts Indians, the largest of the fifty sub-tribes in the Yokuts nation whose territory held the entire floor of the San Joaquin Valley. Each tribe moved freely within their designated boundaries surviving as hunter-gatherers. The Tachi tribe was fortunate to have in its specified territory the benefit of the western tracks of Tulare Lake and the Kings River each offering up a bounty of flora and fauna.

After California was declared a Province of Mexico in 1822 it became common practice for Mexican Governors to make gifts of land grants to favored citizens in return for political favors. Along the Kings River one such land grant was given to Manuel Castro of Monterey in 1846. He named it Laguna de Tache and used the land grant to help fatten up his beef cattle for market. After California became a state in 1850 and the glory of the Gold Rush had subsided, other settlers arrived buying up sections of the Laguna de Tache as well as other ground to raise stock. Sutherland, Rhoades and Phillips are the names of a few of the early cattlemen along the Kings River.



Historic Front Street. Photo courtesy of Kings County Office of Education website.

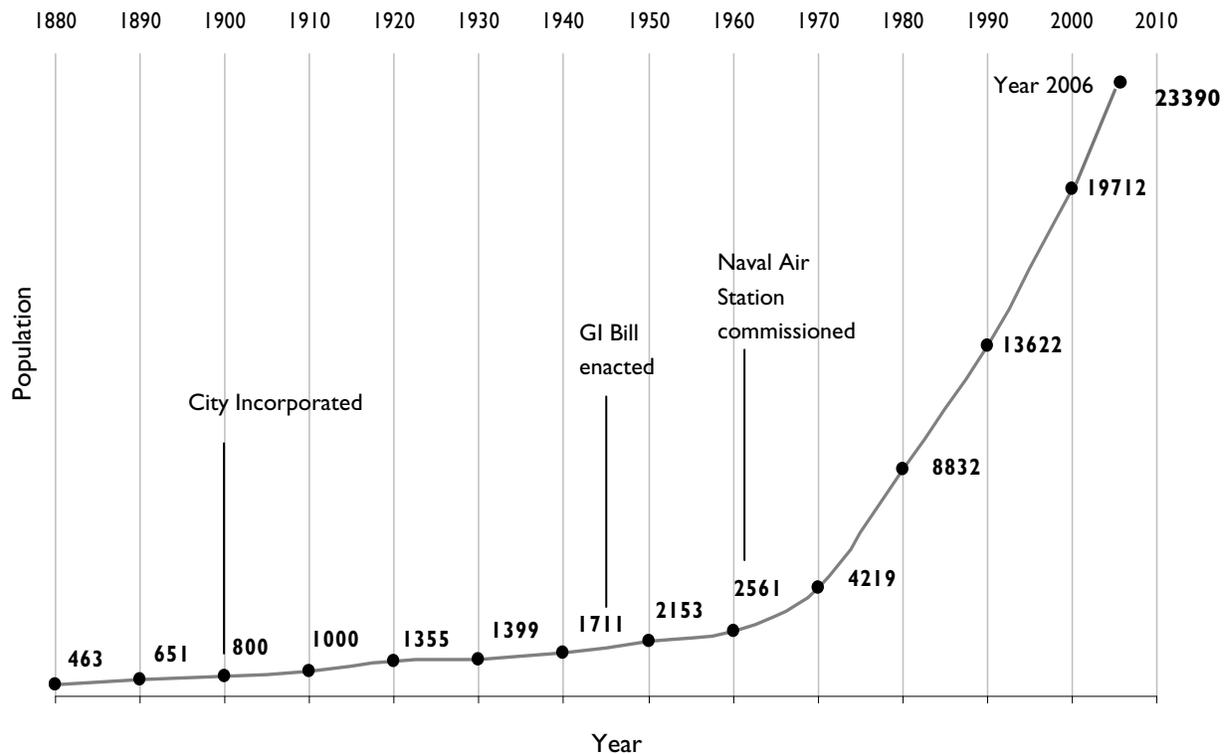
In the mid-1860s a small influx of people created a village just west of the present day Lemoore High School. They first called it Tailholt and then La Tache. When Dr. Lovern Lee Moore arrived in April 1871, he began to organize farm families into a community for trading purposes. Before long, there were enough residents to warrant petitioning the government for a local post office. Upon rejecting the town's name of La Tache the U.S. Government gave it the name Lemoore derived from Dr. Moore's name as the applicant on the petition. The Lemoore post office was at last established on September 21, 1875.

The “No Fence” Law of 1874 was the beginning of the end of the Cattle King era. Farmers who had endured the insults of cattlemen who called them “sandlappers” and “sky-farmers” could now be assured that by law cattlemen would keep their cattle off their crops or pay restitution. It was because of the “No Fence” Law, the Homestead Act, and the promotion of railroad land at a reasonable price that settlers were now more boldly attracted to farm ground throughout what is now Kings County.

The Southern Pacific Railroad Company came to the region in 1877. At that time Grangeville was the largest community in the area, but after dispute with its residents, rail officials decided to by-pass Grangeville in favor of Hanford. A line was extended through Lemoore in 1877 to bring goods to the growing community and help export farm products. The location of the railroad influenced the downtown to move north, adjacent to E (formerly known as Front Street) and D streets, as the main business avenues of the community.

The new railroad connected Lemoore to the rest of California and enabled the town to enjoy the import of goods and export of farm products as well as passenger services. In 1883 the town had a flouring mill with 200 barrels daily capacity. It was an important shipping point for wheat and wool, and not long afterwards became a center for fruit shipping as well. Population grew rapidly as settlers came in search of agriculture-related jobs. Soon, it became necessary to secure the town’s rights and benefits under State law. On July 11, 1900, Lemoore incorporated as a charter city with an elected City Council. Its citizens filled their lives with hard work, family, church, service clubs, local baseball games, literary societies, entertainment at the local opera house, building new schools, horse races at the local track, saloons, town dances and parades, all the while earning the reputation of being one of the San Joaquin Valley’s most cultured communities.

Lemoore’s population grew more rapidly after 1961 (see **Figure 1-3**), when the Navy decided to construct a new airstrip a few miles west of the City. The NAS Lemoore became a catalyst for growth as many of its pilots purchased homes or visited the City for food and recreation. As the City grew, agricultural activity became a less important reason for settling in Lemoore. Today, the City of Lemoore endeavors to maintain a comfortable small town feeling that strives to provide an affordable atmosphere in order to attract hardworking and community minded residents.

**Figure I-3 Lemoore's Population from 1880 to 2006**

Source: Historical population of California, Census 1990, 2000, Department of Finance, 2007.

### 1.3 GENERAL PLAN REQUIREMENTS

California State law requires “a comprehensive, long-term general plan for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning.” State requirements call for general plans that “comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.”

The City's General Plan is its constitution for development - it creates the framework within which decisions are made on how and where to grow, on land use, transportation, housing, economic development, parks and open space, public services, and facilities. California's tradition of allowing local authority over land use decisions means that the State's cities have considerable flexibility in preparing their general plans.

While allowing this flexibility, State planning laws do establish certain requirements for the issues that general plans must address. The California Government Code establishes both the content of general plans and rules for their adoption and subsequent amendment. Together, State law and judicial decisions establish three overall guidelines for general plans:

- *The General Plan Must Be Comprehensive.* This requirement has two aspects. First, the general plan must be geographically comprehensive. That is, it must apply throughout the entire incorporated area and it should include other areas that the City determines are

relevant to its planning. Second, the general plan must address the full range of issues that affect the City’s physical development.

- *The General Plan Must Be Internally Consistent.* This requirement means that the general plan must fully integrate its separate parts and relate them to each other without conflict. “Horizontal” consistency applies both to figures and diagrams as well as general plan text. It also applies to data and analysis as well as policies. All adopted portions of the general plan, whether required by State law or not, have equal legal weight. None may supersede another, so the general plan must resolve conflicts among the provisions of each element.
- *The General Plan Must Be Long-Range.* Because anticipated development will affect the City and the people who live or work there for years to come, State law requires every general plan to take a long-term perspective.

The 2030 Lemoore General Plan includes the following elements required by state law: Land Use, Circulation, Conservation, Open Space, Noise, and Safety. Additional elements may be included at the discretion of the City. Optional elements in the General Plan include Parks and Recreation, Community Design, and Public Utilities. The Housing Element, though required, is not included in this General Plan Update because the Element was updated in 2003. Table 1.1 outlines how the required elements and optional elements correspond with the Plan chapters.

**Table 1.1 Correspondence Between Required Elements and General Plan Elements**

<i>Required Element</i>	<i>General Plan Element</i>
Land Use	Chapter 2: Land Use
Circulation	Chapter 4: Circulation
Open Space	Chapter 7: Conservation and Open Space
Conservation	Chapter 7: Conservation and Open Space
Safety	Chapter 8: Safety and Noise
Noise	Chapter 8: Safety and Noise
Housing	Contained in separate volume, adopted in 2003

#### **1.4 GENERAL PLAN THEMES AND KEY INITIATIVES**

Several ideas for the General Plan were identified and considered by the GPSC, based on input by the public, key stakeholders, and City staff. As the plan took shape, these ideas were further refined into major objectives. The maps and policies in the General Plan are structured around the following nine initiatives:

1. *Promoting compact development.* Compact development and strong urban “edges” will protect adjacent agricultural lands and enhance the visual character of the City’s edge.
2. *Integrating neighborhoods and neighborhood centers.* A central idea in this General Plan is the concept of neighborhoods. Neighborhoods are the essential building blocks of good cities. Walkable neighborhoods help build small town character by providing residents with convenient access to parks, schools and neighborhood retail, while reducing the reliance on cars.

3. *Enhancing Lemoore's visual character.* The Community Design Element of the Plan addresses qualities that form the City's larger visual character. It establishes design policies at both a citywide scale and individual areas for Downtown, industrial, or neighborhood areas.



Community design shapes visitors' as well as residents' perception of the city.

4. *Creating a safe, efficient, and attractive circulation system with an emphasis on connectivity.* Plan policies promote a well-integrated and coordinated transit network as well as convenient pedestrian and bicycle circulation. An interconnected street system with improved north-south and east-west connections across SR-198 and SR-41 will reduce traffic and increase travel options for residents and visitors. Also, this Plan proposes a system of plantings, trees, and other street amenities to enhance the visual quality of Lemoore's streets.

5. *Providing a range of sites for small businesses as well as large employers.* The Plan supports economic development by providing a range of sites for employment generating uses. Land for small businesses is located in neighborhood centers and mixed use centers scattered throughout the City. Large scale employment centers are concentrated in the Business Park near West Hills College, around the intersection of Bush Street and SR-41, and industrial areas south of SR-198.

6. *Providing new parks.* Parks are an essential part of any city and are especially important to families with children. The Plan aims to create a system of neighborhood and community parks for use by all residents regardless of age or physical ability.

7. *Protecting natural and environmental assets.* While allowing growth to occur, the Plan aims to limit its impact on the natural environment. Plan policies are geared towards preserving environmental resources such as open space, prime farmland, wetlands, special species, water resources, air quality and other elements of value to Lemoore residents. Recognizing the challenge of global warming, the Plan has a special section on greenhouse gases and actions the City will take to reduce them.

8. *Providing ample retail shopping opportunities.* Quality communities are often gauged by the quality of retail outlets. With this in mind, the General Plan proposes a mix of retail sites with the jobs and sales tax revenue that commercial properties produce. These are intended to serve both local residents and a regional population and are to be accessible by both automobiles and pedestrians, depending on type and location.

9. *Planning for environmental justice.* The City will plan for the equitable distribution of community facilities and services to meet the needs of all segments of the population and provide services for special needs that increase and enhance the community's quality of life, while avoiding over-concentration in any one area.

## **I.5 DEVELOPMENT UNDER THE GENERAL PLAN**

Full development under the General Plan is referred to as “buildout”. Although the General Plan applies a 23-year horizon, the Plan is not intended to specify or anticipate when buildout will actually occur; nor does the designation of a site for a certain use necessarily mean the site will be built within the next 23 years. What the General Plan does is designate adequate land to accommodate anticipated housing and job needs in Lemoore through 2030. For a more detailed analysis of General Plan buildout, refer to the Land Use Element.

### **RESIDENTIAL DEVELOPMENT**

Approximately 7,900 housing units currently exist in the Lemoore Planning Area. The General Plan is intended to accommodate an additional 8,400 housing units through new development and infill development, at an average household size of 3.1. In total, General Plan buildout will result in approximately 16,000 housing units in Lemoore (See Table 1.2).

### **BUILDOUT POPULATION**

Enough land has been allocated in this Plan to accommodate a total of 24,860 new residents. Most of these residents will live in new residential neighborhoods in the northern, southern and western parts of the City. This population increase represents an annual growth of 3.1 percent over the next 23 years and is consistent with the historical growth rate of 3.2 percent from 1980 to 2005. The housing mix for units that will be added during the planning period, including development already approved in the pipeline, is presented in Table 1.3.

**Table 1.2 Population and Households at Plan Buildout**

	<i>Existing</i>	<i>Additional</i>	<i>Buildout</i>	<i>Annual Growth (percent)</i>
Population	23,390	24,860	48,250	3.1%
Households	7,470	8,020	15,490	3.1%
Housing Units	7,860	8,440	16,300	3.1%

Note: Population at buildout was calculated assuming 3.1 persons per household.

For projected buildout, households equals 95% of all housing units (5% vacancy)

Source: Kings County employment data for year 2000, Existing Population from 2006 Department of Finance, all others Dyett & Bhatia, 2007.

**Table 1.3 Additional Housing Units by Type**

<i>Housing Type</i>	<i>Existing Units<sup>1</sup></i>	<i>Additional Units</i>	<i>Percent of Total Additional Units</i>	<i>Total Units</i>	<i>Percent of Total Units</i>
Agriculture/ Rural Residential	190	10	0.1	200	1.2
Very Low Density Residential	840	980	11.6	1,820	11.2
Low Density Residential	3,930	4,190	49.6	8,120	49.8
Low-Medium Density Residential	1,390	1,890	22.4	3,280	20.1
Medium Density Residential	810	940	11.1	1,750	10.8
High Density Residential	700	-	0.0	700	4.3
Mixed Use	-	430	5.1	430	2.6
<b>Total Units</b>	<b>7,860</b>	<b>8,440</b>	<b>100.0</b>	<b>16,300</b>	<b>100.0</b>

<sup>1</sup>The number of existing units are estimates only, calculated from applying density assumptions to 2006 land uses.

<sup>2</sup>Totals may not add up due to rounding.

Source: Dyett & Bhatia, 2007.

## BUILDOUT EMPLOYMENT AND JOBS/HOUSING BALANCE

### *Employment*

In order to determine the total additional employment accommodated in the Plan, a detailed set of assumptions were developed in order to try to achieve a jobs-housing balance. These assumptions, presented in Table 1.4, include a building intensity assumption, expressed as a Floor Area Ratio (FAR), which is used to calculate the amount of building space in square feet that typically would be developed for each category of land use, and a square-feet per job multiplier.

**Table 1.4 Employment Assumptions**

<i>Land Use Category</i>	<i>Gross Acreage</i>	<i>Building Intensity (FAR)<sup>1</sup></i>	<i>Potential Building Space<sup>2</sup> (Sq ft)</i>	<i>Employment Intensity<sup>3</sup> (Sq ft per Job)</i>
Neighborhood Commercial	41	0.20	288,000	350
Commercial	171	0.30	1,498,100	500
Professional Office	83	0.25	727,200	375
Industrial	761	0.20	5,273,500	750
Mixed Use	96	0.25	840,500	400

\* Additionally, the area designated as Business, Technology and Industrial Reserve contains 400 acres of land for long term development. This reserve area is expected to accommodate up to 1,500,000 square feet of buildup space.

<sup>1</sup>A building FAR or Floor Area Ratio, calculates the total floor area of buildings on a certain location to the size of the land of that location.

<sup>2</sup>Calculated on a "net" basis, after deducting land uses for rights-of-way and easements.

<sup>3</sup>This factor calculates the number of jobs a certain type of land use will accommodate. For example, Office/ Professional land use is expected to have one job per 400 square feet of building area.

Source: Dyett & Bhatia, 2007.

The resulting estimate of additional employment is presented in Table 1.5. The General Plan at full buildout will accommodate an additional 14,890 jobs, representing an increase of about three times the current employment base. This represents an average annual growth rate of around 6 percent over a 23-year period. Jobs from commercial and neighborhood center development compose 26 percent of additional employment for the plan. Professional Office uses account for 13 percent, mixed use account for 14 percent, while industrial land uses account for the remaining 47 percent. The Plan also designates a Business, Technology, and Industrial Reserve which may add up to 3,500 jobs in the long term (not included in Table 1.5 calculations). Planning for this area is not likely to be initiated before 2020, at a time when at least 75 percent of planned development north of SR-198 has occurred.

**Table 1.5 Additional Private Sector Employment**

<i>Land Use Category</i>	<i>Jobs</i>	<i>Percent of Total</i>
Neighborhood Commercial	823	6
Commercial	2,996	20
Professional Office	1,939	13
Industrial	7,031	47
Mixed Use	2,101	14
<b>Total</b>	<b>14,890</b>	<b>100</b>

Note: Totals may not add up due to rounding.

Source: Dyett & Bhatia, 2007.

*Jobs/Housing Balance*

Jobs/housing balance is defined as the ratio of the number of jobs to the number of housing units in a given area. Although the term “jobs/housing balance” is still often used, the more precise relationship is between jobs and the number of employed residents (because some households have no workers, while others have multiple workers). A city’s jobs/housing ratio (hereafter called jobs to employed residents) would be 1:1 if the number of jobs in the city equaled the number of employed residents. In theory, such a balance would eliminate the need for commuting. As shown in Table 1.6, the current jobs to employed residents ratio in Lemoore is 0.55, which means the number of jobs in the City is less than the number of employed residents. This is because many local residents commute to areas outside Lemoore for work, returning only at night for their residence. As more jobs are added under the General Plan, the jobs to employed residents ratio should rise. Under buildout without development of the Business, Technology, and Industrial Reserve, a ratio of .95: 1 would be achieved.

It should be noted that it is important to work toward a jobs to employed residents ratio of 1:1 not only on a City level, but also on a regional level to reduce reliance on automobiles and time spent on travel. Simply put, a more balanced ratio in Lemoore will contribute to a better environment for all.

**Table I.6 Jobs/Housing Balance**

	<i>Existing</i>	<i>Buildout</i>
Jobs	5,260	20,150
Employed Residents	9,600	21,230
<b>Ratio</b>	<b>0.55</b>	<b>0.95</b>

Note: Employed residents assumed to be 0.44 of total population based on current levels and adjusted for future population trends.

Source: California Employment Development Department, 2007; US Census 2000; Dyett & Bhatia, 2007.

## **I.6 PLAN ORGANIZATION**

The 2030 Lemoore General Plan is organized into the following chapters:

1. *Introduction*. This chapter includes General Plan objectives and key initiatives, State requirements, an overview of planned development, and provisions for administration of the Plan.
2. *Land Use*. This chapter provides the physical framework for development in the City. It establishes policies related to the location and intensity of new development and citywide land use policies as well as the land use map.
3. *Community Design*. This chapter addresses the physical environment and built form of Lemoore. It discusses qualities that form the City's visual character and provides policy guidance in terms of enhancing streetscapes, neighborhoods, downtown, and other areas of the City. The second part of the chapter discusses green-design and environmental policies.
4. *Circulation*. This chapter includes policies, programs, and standards to maintain efficient circulation. It identifies future street and bikeway improvements, and addresses alternative transportation modes and parking.
5. *Parks, Schools, and Community Facilities*. This chapter establishes policies and standards relating to local parks, schools, libraries, and institutions of higher learning.
6. *Public Utilities*. This chapter outlines policies relating to water supply, wastewater treatment, solid waste management, recycling and other private utilities.
7. *Conservation and Open Space*. This chapter addresses policies relating to open space, land resources, agriculture resources, habitat and biological resources, water quality, air quality, and historic and archaeological resources.
8. *Safety and Noise*. This chapter addresses the risks posed by seismic and geologic hazards, flooding, as well as other topics, including hazardous materials and emergency management. It also includes policies to limit the impacts of noise sources throughout the City.
9. *Implementation and Monitoring*. This chapter includes details on the manner in which the Plan is implemented.

## **POLICY STRUCTURE**

Each chapter of the General Plan includes brief background information to establish the context for policies in the chapter. This background material is neither a comprehensive statement of existing conditions nor does it contain adopted information. This background information is followed by two sets of policies:

- *Guiding Policies* are the City's statements of its goals and philosophy.
- *Implementing Policies* represent commitments to specific actions. They may refer to existing programs or call for establishment of new ones.

Together, these guiding and implementing policies articulate a vision for Lemoore that the General Plan seeks to achieve. They also provide protection for the City's resources by establishing planning requirements, programs, standards, and criteria for project review. Explanatory material or commentary accompanies some policies. The use of "should" or "would" indicates that a statement is advisory, not binding; details will need to be resolved in General Plan implementation. Where the same topic is addressed in more than one chapter, sections and policies are cross-referenced.

## **1.7 ADMINISTRATION OF THE GENERAL PLAN**

---

The General Plan is intended to be a dynamic document. As such, it may be subject to more site-specific and comprehensive amendments over time, amendments that may be needed to conform to State or federal law passed after adoption, or to eliminate or modify policies that may become obsolete or unrealistic over time due to changed conditions, such as the completion of a task or project, development on a site, or adoption of an ordinance or plan.

### **AMENDMENTS TO THE GENERAL PLAN**

State law limits the number of times a jurisdiction can amend its general plan to generally no more than four times in one year for a mandatory element, although each amendment may include more than one change. This restriction does not apply to optional general plan elements, or if the amendment is necessary to allow for the development of workforce housing or to comply with a court decision.

### **ANNUAL REPORT**

The California Government Code requires City staff to "provide an annual report to the legislative body on the status of the general plan and progress in its implementation" (Government Code Section 65400(b)). This report must also be submitted to the Governor's Office of Planning and Research and the Department of Housing and Community Development. It must include an analysis of the progress in meeting the City's share of regional housing needs and local efforts to remove governmental constraints to maintenance, improvement, and development of workforce housing (Government Code Section 65583, 65584). In addition, any mitigation monitoring and reporting requirements prescribed by the California Environmental Quality Act (CEQA) identified in the general plan environmental impact report (EIR) should be addressed in the annual report because they are closely tied to plan implementation. Finally, the annual report should include a summary of all general plan amendments adopted during the preceding year and an outline of upcoming projects and general plan issues to be addressed in the coming year, along with a work program.