

LEMOORE PLANNING COMMISSION
Regular Meeting
AGENDA
Lemoore Council Chamber
429 'C' Street

July 8, 2019
7:00 PM

1. Pledge of Allegiance
2. Call to Order and Roll Call
3. Public Comment

This time is reserved for members of the audience to address the Planning Commission on items of interest that are not on the Agenda and are within the subject matter jurisdiction of the Commission. It is recommended that speakers limit their comments to 3 minutes each and it is requested that no comments be made during this period on items on the Agenda. The Commission is prohibited by law from taking any action on matters discussed that are not on the Agenda. Prior to addressing the Commission, any handouts for Commissioners will be provided to the Planning Commission Secretary for distribution to the Commissioners and appropriate staff.

4. Approval – Minutes – Special Meeting, May 28, 2019
5. Report and Recommendation – Request by Tim Palmquist, Victory/Pharris Lemoore, LLC to Extend Approval of Victory Village Vesting Tentative Subdivision Map No. 2005-02, Tract 845 for One Year
6. Director's Report – Judy Holwell
7. Commission's Reports and Requests for Information
8. Adjournment

Upcoming Meetings

Regular Meeting of the Planning Commission, August 12, 2019

Agendas for all Planning Commission meetings are posted at City Hall, located at 119 Fox Street, at least 72 hours prior to the meeting. Any writings or documents provided to a majority of the Planning Commission regarding any item on this agenda will be made available for public inspection at the Community Development Department, located at 711 W. Cinnamon Drive, during normal business hours.

The City of Lemoore complies with the Americans with Disabilities Act (ADA of 1990). The Council Chamber is accessible to the physically disabled. Should you need special assistance, please call (559) 924-744, Ext. 705, at least four (4) business days prior to the meeting.

CERTIFICATION OF POSTING

I, Kristie Baley, Planning Commission Secretary for the City of Lemoore, do hereby declare that I posted the above Planning Commission Agenda for the Regular Meeting of Monday, July 8, 2019 at City Hall, 119 Fox Street, Lemoore, CA.

Posted this 28th day of June 2019.

//s//
Kristie Baley, Planning Commission Secretary

**Minutes of the
LEMOORE PLANNING COMMISSION
Special Meeting
May 28, 2019**

ITEM NO. 1 Pledge of Allegiance

ITEM NO. 2 Call to Order and Roll Call

The meeting was called to order at 7:00 PM.

Chair:	Clement
Vice Chair:	Etchegoin
Commissioners:	Franklin, Koelewyn, Meade, Rogers
Absent:	Boerkamp

City Staff and Contract Employees Present: Community Development Director Holwell, City Manager Olson, City Planner Brandt (QK); City Attorney Linden (Lozano Smith); Commission Secretary Baley

ITEM NO. 3 Public Comment

There was no comment.

ITEM NO. 4 Approval – Minutes – Regular Meeting, MAY 13, 2019

Motion by Commissioner Etchegoin, seconded by Commissioner Koelewyn, to approve the Minutes of the Planning Commission Regular Meeting of May 13, 2019.

*Ayes: Etchegoin, Koelewyn, Franklin, Meade, Rogers, Clement
Absent: Boerkamp*

ITEM NO. 5 Public Hearing – to consider Zoning Text Amendment No. 2019-01 and accept public comment for an ordinance of the City Council of the City of Lemoore amending Municipal Code Title 4, Chapter 8 to allow for and to regulate Commercial Cannabis operations; amending Municipal Code Title 9, Chapter 4, Section 9-4A-5 to conform certain land use definitions to State law; amending municipal Code Title 9, Chapter 4, Section 9-4B-2 to clarify Medicinal and add Commercial Cannabis Activities in the DMX-1, DMX-2, NC, RC and ML zones; and amending Municipal Code Title 9, Chapter 4, Section 9-4D-3 to clarify Medicinal and add Commercial Cannabis Activities are prohibited in Community Gardens.

City Planner Brandt presented the zone text amendment and ordinance and answered Commissioners' questions.

City Attorney Linden provided clarification.

City Manager Olson spoke and answered Commissioners' questions.

The public hearing opened at 7:28 PM.

Gary Smith, 1259 Mission Drive in Lemoore, spoke against the zone text amendment and ordinance.

Attorney at Law Jay Kelly, 7125 N. Generation Drive in Fresno, spoke in favor of the ordinance.

Commissioner Etchegoin spoke and provided information about his recent tour of the City of Woodlake and positive conversation he had with the Police Chief there.

Commissioner Meade spoke.

The public hearing closed at 7:43 PM.

Motion by Commissioner Franklin, seconded by Commissioner Rogers to approve Resolution No. 2019-04, a Resolution of the Planning Commission recommending approval of Zoning Text Amendment No. 2019-01 with the findings in the Resolution.

Ayes: Franklin, Rogers, Koelewyn, Meade, Etchegoin, Clement

Absent: Boerkamp

ITEM NO. 6 Director's Report – Judy Holwell

Community Development Director Holwell provided information regarding:

A public hearing for the first reading of PUD No. 2019-01 will be held during the June 4, 2019 City Council Meeting.

Staff met several times with a developer proposing a housing project north of Lemoore that would require annexation.

Staff reviewed a preliminary site plan for construction of a health clinic and expects to receive an application for site plan review in the future.

Staff expects to bring zoning text amendments to the Commission for review in the near future.

ITEM NO. 7 – Commission's Reports and Requests for Information

Commissioner Rogers complimented Community Development Director Holwell on her knowledge and her ability to answer his questions prior to the meeting.

ITEM No. 8 – Adjournment

The meeting adjourned at 7:52 PM.

Approved the ___ day of _____ 2019.

APPROVED:

Bob Clement, Chairperson

ATTEST:

Kristie Baley, Commission Secretary



119 Fox Street • Lemoore, California 93245 • (559) 924-6744 • Fax (559) 924-9003

Staff Report

To: Lemoore Planning Commission **Item No. 5**
From: Steve Brandt, City Planner
Date: June 27, 2019 **Meeting Date:** July 8, 2019
Subject: Request by Tim Palmquist, Victory/Pharris Lemoore, LLC to Extend Approval of Victory Village Vesting Tentative Subdivision Map No. 2005-02, Tract 845 for One Year.

Proposed Motion:

I move to approve a one-year extension of time for the Victory Village Vesting Tentative Subdivision Map No. 2005-02, Tract 845.

Discussion:

On June 9, 2019, Tim Palmquist, representing Victory/Pharris Lemoore, LLC, submitted a written request to extend the approval of the Tract No. 845 Tentative Subdivision Map No. 2005-02 for one year. This tentative map was originally approved by the City Council on June 6, 2006. Due to a combination of previous time extensions granted by the Planning Commission and automatic time extensions authorized by the State in response to the Great Recession, the map is currently set to expire on August 6, 2019.

The State Subdivision Map Act governs how cities are to process and administer the creation of new parcels and subdivisions. The Map Act states that a final subdivision map must be filed with the City before the tentative map approval expires. The filing of a final map is usually the beginning of significant investment on the part of the developer. Tentative maps are initially approved for two years. Applicants may request up to six years of extensions. The State legislated a number of automatic extensions of valid tentative maps in response to the Great Recession because there were numerous approved tentative maps with no market for home sales at that time.

There have been a number of additional hurdles this development project has had to endure besides the Recession, including a deal with Naval Air Station Lemoore to reduce the overall size of the project. The tentative map approved 279 lots and two parks, but now only 51 lots and one park will actually be built.

Staff supports the one-year extension to give the developer more time to prepare for construction. If approved, the expiration date would be extended to August 6, 2020. There would be up to three more years of discretionary extensions that the City could grant after that. It is not expected that the State will grant any more automatic extensions.

Timeline of Extensions of Victory Village Tentative Map

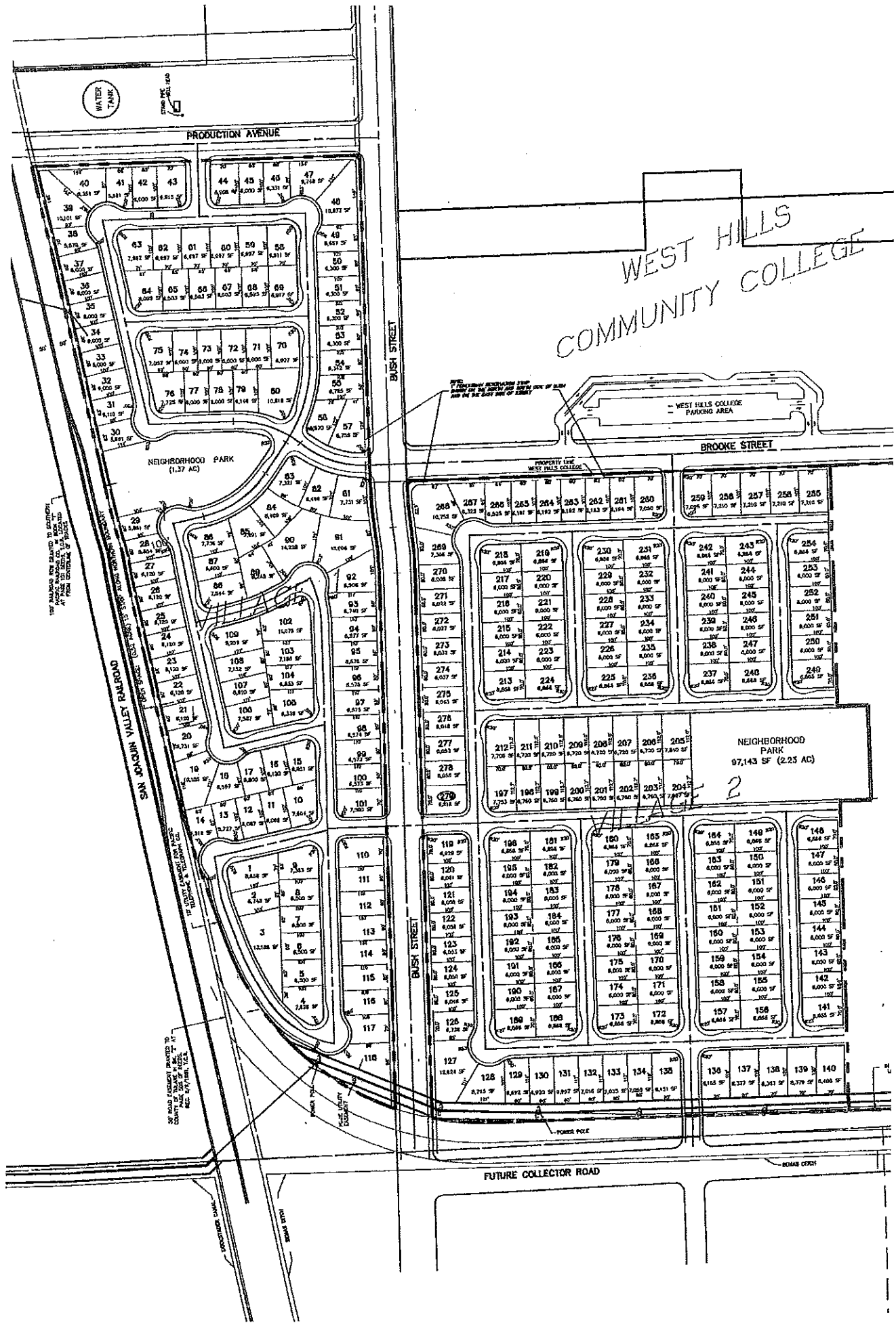
- Vesting Tentative Map Tract 845 Approved June 6, 2006
- Original Expiration Date June 6, 2008
- Application (2008) for Extension Received and Withdrawn
- Senate Bill 1185 (2008 – 1 Year Automatic) Extended Map to June 6, 2009
- Assembly Bill 333 (2009 – 2 Years Automatic) Extended Map to August 6, 2011
- Application (2011) for Extension Received and Withdrawn
- Assembly Bill 208 (2011 – 2 Years Automatic) Extended Map to August 6, 2013
- Assembly Bill 116 (2013 – 2 Years Automatic) Extended Map to August 6, 2015
- Senate Bill 1303 (2015 – 2 Years Automatic) Extended Map to August 6, 2017
- Planning Commission (2015 – Additional 2 Years) Map Expiration August 6, 2019

Attachments:

- 1) Vicinity Map
- 2) Vesting Tentative Subdivision Map No. 2005-02
- 3) Resolution No. 2006-23 Mitigated Negative Declaration and General Plan Amendment
- 4) Resolution No. 2006-28 Original Approval
- 5) Resolution No. 2008-26 EIR
- 6) Resolution No. 2009-15 Amendment to Resolution No. 2006-28
- 7) Resolution No. 2011-48 Bush Street Abandonment
- 8) Resolution No. 2013-30 General Plan Amendment No. 2013-01
- 9) Resolution No. 2018-18 General Plan Amendment No. 2018-01



**Vicinity Map
Victory Village Tentative Map Time Extension**



RESOLUTION NO. 2006-23

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEMOORE ADOPTING A MITIGATED NEGATIVE DECLARATION AND AMENDING THE GENERAL PLAN DIAGRAM IN DESIGNATED AREAS FOR THE VICTORY VILLAGE PROJECT BY ASLAN DEVELOPMENT AND CENTEX HOMES

At a Regular Meeting of the City Council of the City of Lemoore duly called and held on June 6, 2006, at 7:30 p.m. on said day, it was moved by Councilmember PLOURDE, seconded by Councilmember GREGO and carried that the following Resolution be adopted:

WHEREAS, the Planning Commission reviewed the Environmental Impact Assessment and the Victory Village Lemoore, CA Traffic Impact Study (TIS) of May 2006 conducted by TPG Consulting under the direct supervision of City staff, with proposed applications to amend portions of the General Plan Diagram and Zoning Map and subdividing approximately 71.3 acres of land into 279 lots. Commission recommended that the City Council adopt a Mitigated Negative Declaration for the proposed project. However, Commission also added a condition requiring the upzoning of approximately 13.6 acres of medium density land on a portion of APN # 023-510-011 from medium density to high density in conformance with the Traffic Study. Staff therefore evaluated the impacts of the requested change and provided an addendum to the environmental analysis and determined that this additional modification would negatively affect the project nor the traffic mitigation measures originally outlined in the original environmental assessment if zoned high density. The traffic analysis was run to evaluated 4 acres of commercial area and the remaining 13.6 acres to accommodate between 85-234 housing units. The only change to the mitigation measures affected the queing at Belle Haven and Bush Drive required an additional west bound through lanes which can be shared with the previously proposed separate right turn lane and has been incorporated into the mitigation measures/conditions outlined in Resolution 2006-28. Based on this change being incorporated there will not be a negative affect to traffic and staff recommends that the Council still adopt a Mitigated Negative Declaration pursuant to California Environmental Quality Act for the project, incorporating the TIS with the addendum information; and

WHEREAS, the Lemoore Planning Commission held a duly noticed public hearing on the Victory Village project discussed above in its meeting on May 22, 2006, as required by Government Code Section 65353, it being established that all notice requirements as set forth in Government Code Section 65090 of the said code have been complied with; and

WHEREAS, the Planning Commission, as a result of evidence and written and oral testimony offered at said hearing, has established that the best interests of the City of Lemoore would be served by amending the General Plan Diagram as requested (affecting APN's # 023-510-031, 023-510-026, 029, and 030 and 023-510-011 and shown on attached Exhibits A1 and B1a; and

WHEREAS, The City Council held a duly noticed public hearing on the Victory Village project discussed above in its meeting on June 6, 2006, as required by Government Code Section 65353, it being established that all notice requirements as set forth in Government Code Section 65090 of the said code have been complied with and considered all comments made and written and oral evidence presented at their public hearing; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lemoore hereby determines that a Mitigated Negative Declaration be adopted based on the Environmental Assessment and TIS with the addendum in accordance with the California Environmental Quality Act and that General Plan Amendment No.2005-01 as requested by Aslan Development and Centex Homes be approved as per attached Exhibits A1 and B1 (so long as Ordinance 2006-04, regarding a Zone Change for the property and Resolution 2006-28 with its 38 conditions are also approved).

Passed and adopted at a Regular Meeting of the City Council of the City of Lemoore held on the 6th day of June, 2006, by the following vote:

AYES: PLOURDE, GREGO, MARTIN, MURRAY, BUFORD

NOES: NONE

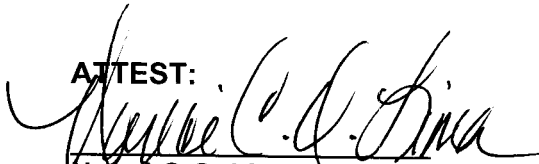
ABSTAINING: NONE

ABSENT: NONE

APPROVED:


Thomas E. Buford, Mayor

ATTEST:


Nanci C.O. Lima, City Clerk

CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss.
CITY OF LEMOORE)

I, Nanci C.O. Lima, City Clerk of the City of Lemoore, do hereby certify the foregoing Resolution of the City Council of the City of Lemoore was duly passed and adopted at a Regular Meeting of the City Council held on June 6, 2006.

DATED: JUNE 7, 2006


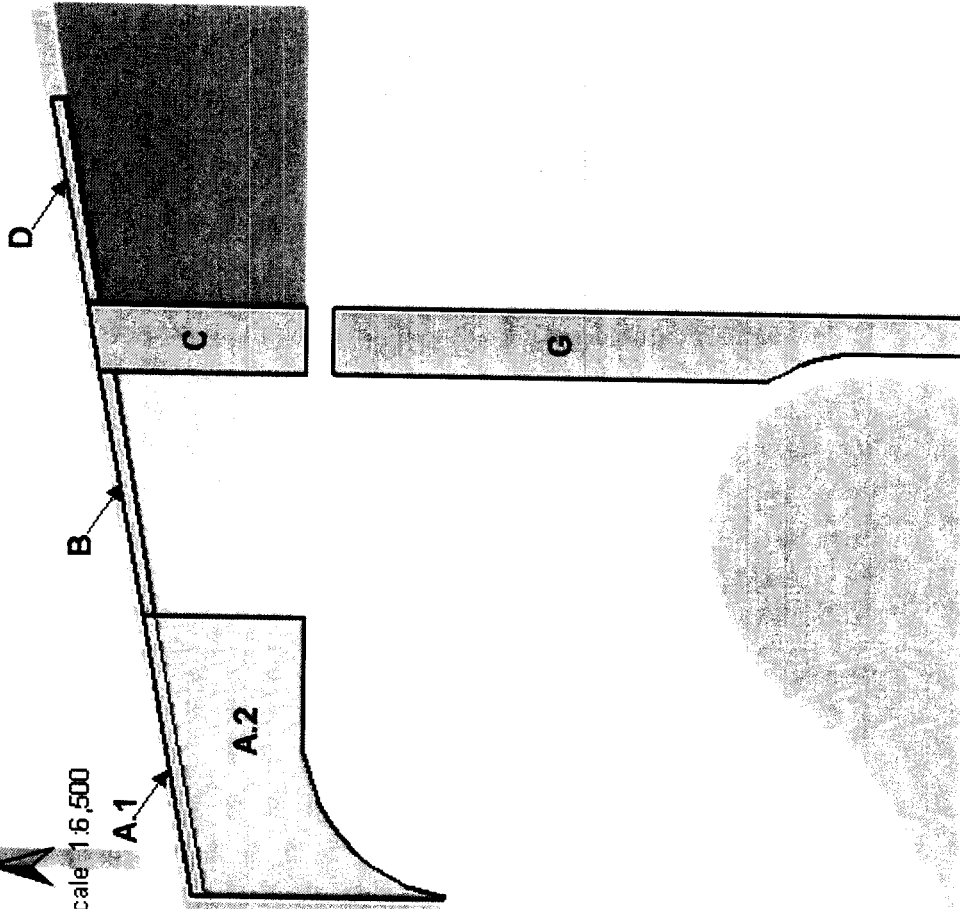

Nanci C.O. Lima, City Clerk

Exhibit A1 Existing General Plan



Scale 1:6,500

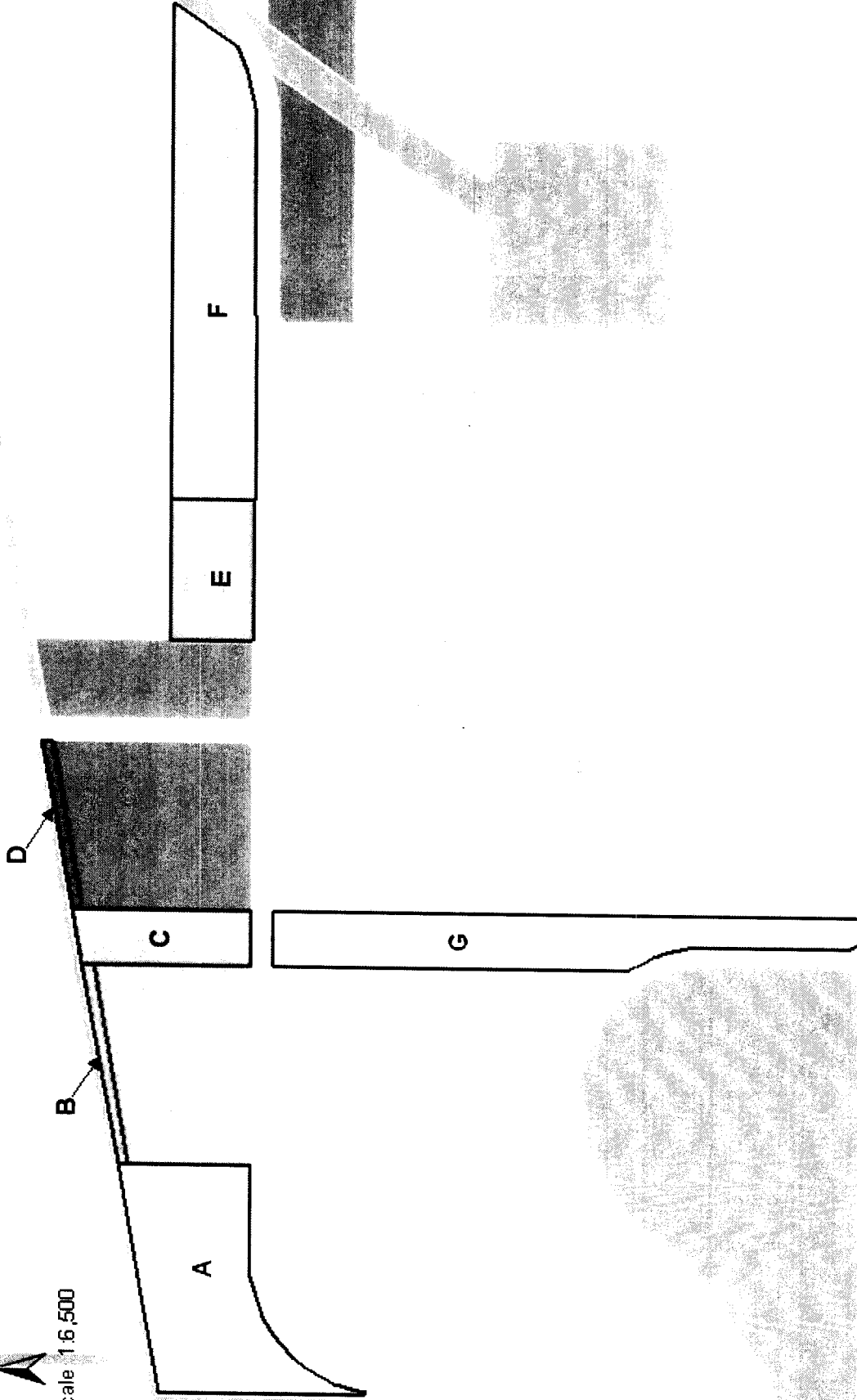


- | | | |
|--------------------------|-------------------------|---------------------------|
| Low Density (LD) | Central Commercial (CC) | Heavy Industrial (HI) |
| Low-Med. Density (L-MD) | Highway Commercial (HC) | Community Facilities (CF) |
| Medium Density (MD) | Commercial Service (CS) | Open Space (OS) |
| High Density (HD) | Light Industrial (LI) | Arterial |
| Professional Office (PO) | Planned Industrial (MP) | Collector |
| General Plan Amendments | | Highway |
| | | Local |

Exhibit B1a Proposed General Plan



Scale 1:6,500



Low Density (LD)	Central Commercial (CC)	Heavy Industrial (HI)	Collector
Low-Med. Density (L-MD)	Highway Commercial (HC)	Community Facilities (CF)	Highway
Medium Density (MD)	Commercial Service (CS)	Open Space (OS)	Local
High Density (HD)	Light Industrial (LI)	Arterial	
Professional Office (PO)	Planned Industrial (MP)	General Plan Amendments	

ADDENDUM TO NEGATIVE DECLARATION FOR THE CITY OF LEMOORE

**For Tract 845 – VICTORY VILLAGE
Tentative Subdivision Map No. 2005-02/ PUD No. 2005-01/ CUP No. 2005-01
/ Site Plan Review 2005-01**

The Planning Commission recommended that the City Council adopt a Mitigated Negative Declaration for the proposed project. However, Commission also added a condition requiring the upzoning of approximately 13.6 acres of medium density land on a portion of APN # 023-510-011 from medium density (zoned RM-3) to high density (zoned RM-2) in conformance with the Traffic Study.

This addendum outlines the traffic impacts if the proposed change were carried out on the project area or the Bush Street interchange area. The traffic analysis evaluated APN being changed, as shown on Exhibits B1 and B2, effecting 4 acres of commercial area and the remaining 13.6 acres to accommodate between 85-234 housing units. However, based on other concerns, no more than 180 units should be approved on this 13.6 acre piece. This increased density only affected the queuing at Belle Haven and Bush Drive west bound traffic to require an additional through lane over the original mitigation measures. This additional through lane can be accommodated by sharing with the previously proposed separate right-turn lane and has been incorporated into the mitigation measures/conditions outlined in Resolution 2006-28. Based on this change being incorporated, there will not be a negative affect to traffic and staff recommends that the Council still adopt a Mitigated Negative Declaration pursuant to California Environmental Quality Act for the project, incorporating the TIS with the addendum information.

RESOLUTION NO. 2006-28
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEMOORE
APPROVING TENTATIVE SUBDIVISION MAP NO.2005-02/
PLANNED UNIT DEVELOPMENT NO.2005-01/ CONDITIONAL USE PERMIT NO.2005-01 /
SITE PLAN REVIEW 2005-01 FOR COUNTY TRACT NO. 845 – VICTORY VILLAGE PHASES I & II
APPLICATIONS BY CENTEX HOMES & ASHLAN DEVELOPMENT

At a Regular Meeting of the City Council of the City of Lemoore duly called and held on June 6, 2006, at 7:30 p.m. on said day, it was moved by Councilmember PLOURDE, seconded by Councilmember MARTIN and carried that the following Resolution be adopted:

WHEREAS, Centex Homes and Aslan Development have submitted applications for Tentative Subdivision Map No. 2005-02/ Planned Unit Development No. 2005-01/ Conditional Use Permit No. 2005-01/ Site Plan Review 2005-01/ Environmental Assessment 2005-16 to subdivide and develop Tract 845, Victory Village consisting of approximately 71.31 acres into 279 single family lots; and

WHEREAS, the tract on which the development is proposed is located on the north and south sides of the Bush Street alignment, west of the Production Avenue alignment, and generally west of the West Hills College Lemoore site and east of the old abandoned north-south Rossi railroad alignment and is described as portions of Assessor Parcel Nos.023-510-031 for the 279 lots, 023-510-026, 029, & 030 and 023-510-011 for general plan and zone amendments only; and

WHEREAS, the Lemoore Planning Commission held a duly noticed public hearing on May 22, 2006 meeting, on the above-stated proposal as required by the City of Lemoore Municipal Code, it being established that all notice requirements as set forth in Section 9-15B-2C of the said code have been complied with; and

WHEREAS, the Planning Commission reviewed the Environmental Impact Assessment pertinent to the proposal and determined that it will not have any significant effect on the environment and recommended the Council's adoption of the Mitigated Negative Declaration pursuant to California Environmental Quality Act, as amended, and approval of an amendment to the General Plan Diagram and a separate Resolution has been proposed to City Council; and

WHEREAS, the Planning Commission reviewed proposed amendments to the Zoning Map and a separate Ordinance has been proposed to City Council); and

WHEREAS, Section 9-15B-2G of the Lemoore Municipal Code requires the City Council to review the recommendation of the Planning Commission on a Tentative Subdivision Map / Planned Unit Development / Conditional Use Permit for proposal in a meeting held more than ten (10) days after the Planning Commission's decision; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lemoore does hereby approve Tentative Subdivision Map No. 2005-02/ Planned Unit Development No. 2005-01/ Conditional Use Permit No. 2005-01/ Site Plan Review 2005-01/ to subdivide and develop Tract 845, Victory Village Phases I and II consisting of approximately 71.31 acres into 279 single family lots as applied for by Aslan Development and Centex Homes with the following 38 conditions (so long as Resolution 2006-23, regarding a Mitigated Negative Declaration and General Plan Amendment for the Victory Village property and Ordinance 2006-04 approving Zone changes are also approved). Such approval shall be valid two years from the approval date of the Ordinance:

1. The Subdivision Map shall be developed in accordance to the plans submitted 5/12/06 unless otherwise conditioned in this report.

2. Should the applicant wish to record a Final Subdivision map prior to the expiration date of their Williamson Act contract, it can only be processed by finalizing the Tentative Cancellation approved by City Council at their May 2, 2006 meeting and paying the appropriate cancellation fees.
3. The subdivision shall request inclusion in the new lighting and landscaping maintenance district (LLMD) to maintain streets, curbs, gutters, block walls, landscape easement areas and parkways along collector and arterial streets, parks, and bike path areas, center medians, surrounding landscaping, lighting and open space areas.
4. In order to address density shortfalls (i.e. densities below those required by the General Plan) within Phase I and II of the Victory Village subdivision areas, a document shall be recorded on Assessor's Parcel #023-510-011 requiring the provision of at least 85 units on the approximately 10.53 acres of the RM-3 zoned area that remains, but can be removed if another future phase makes up the shortfall.
5. Elevations, floor plans and an overall plot plan shall be submitted to the Community Development Department for Planning Commission to review at a public hearing for their approval and City Council's concurrence prior to a Final Map being recorded for any phase of development. The front yard setbacks should vary to encourage variety in the line of sight visible to the public, and such setbacks shall be delineated on the overall plot plan. Due to noise concerns as well as visual appearances, the rear yard setbacks for properties that back onto arterial and collector streets or the railroad shall have a 20' minimum rear yard setback and be delineated on the overall plot plan. Additionally, the maximum lot coverage and minimum percentage of landscape respectively shall be as follows; in low-medium density residential 40%/25%, in medium density residential 50%/20%, and in high density residential 60%/15% and reflected in the overall and individual plot plans.
6. All walls and fencing designs shall be submitted with the improvement plans for approval by the Planning and/or Parks Departments as generally outlined in the staff report. Seven foot (7') high decorative masonry block walls shall be installed between the residential units and landscape easement areas adjacent to the north and south sides of Bush Street and the west sides of Production Avenue and the proposed Brooke Street. These decorative masonry block walls shall also be installed along the west sides of lot 118 and lots 127 through 140 due to 115 kv power line issues.
7. A noise barrier of at least 7' in height is required along the northern property lines of the residential properties adjacent to the east-west railroad line to reduce the projected noise exposure level to less than 65 dB CNEL exterior for the residential units. Appropriate details shall be included in the improvement drawings to adequately insure noise is being properly addressed. If a block wall must be built, such wall should meet the decorative block wall standards, since the future bike path will abut this area. Second story homes in the line sight of the railroad or arterial/collector streets will need additional attenuation to reduce the CNEL by 10 over regular widows being used. This should be able to be accommodated through thicker windows and specifications shall be provided for such in the PUD elevation plan submittal. Planting of trees along the entire north side of the fence/noise barrier that will grow to the height of second floor spaces shall also be planted to help reduce noise from the railroad.

Fencing along lots 29, 30, 204, and 205 should be black or dark green powder coated wrought iron to maintain eyes on the park.

Chain link fencing shall not be allowed in the subdivision and CC&R's need to reflect this with the exception of temporary fencing needed along the southerly portion of Phase II's 2.23 acre park area which will square off the park.

8. Trees in landscape buffer areas will be planted within the landscape easement on the street side of the block wall or along the north side of the wall toward the railroad with trees planted every 20'. Parkway shall include trees spaced 40' on average. In order to improve the aesthetics of the entryways, medians shall be placed at all entryways from the arterial/collector streets into the subdivision. These median islands should be 8' in width in the center of a 40' curb-to-curb street within a 60' right-of-way.
9. Immediate Traffic Mitigation with project: The single stripped eastbound traffic lane on Bush between Belle Haven and the SB ramp would need to be restriped/widened to accommodate two eastbound lanes of traffic so that there is 1 separate through lane going eastbound and 1 shared through-right lane (this may be able to be accommodated within the existing paving) prior to the first occupancy being given.
10. Short Term Traffic Mitigation with project: It is anticipated that after 570 new dwelling units or 154,000 square feet of commercial space (or a combination thereof) are developed west of 19½ Avenue the installation of traffic signals at both the southbound and northbound State Route 41 ramps at Bush Street may be warranted. Therefore, for each of the first 570 building permits pulled for new dwelling units or equivalent dwelling units a special "interim solution interchange fee" of \$ 1,797.80, shall be paid (fee subject to the pro-rata share reimbursements if so determined by a future impact fee study at the same cost index inflator that is used and supported by the impact fee study). This is in addition to the regular development impact fees, including fees anticipated to be in place to construct the ultimate interchange solution. Once a total of 570 dwelling units or equivalent dwelling units have been built (or combination of dwelling units and commercial space), and the sum of \$ 1,024,745.40 (present value) has been collected, regardless of which developments in fact contribute, this "interim solution interchange fee" will no longer be collected. If the signal warrants are not met with the construction of the 570th dwelling unit or equivalent dwelling unit, then a full signal warrant analysis shall be conducted at annual intervals as determined by the City of Lemoore (after consulting with Caltrans) until the signal warrants are met. Once met, the City will cause (directly or indirectly) the improvements to be installed.

The "interim solution interchange fee" includes those highlighted costs outlined in the attached "Preliminary Order of Magnitude Opinion of Probable Construction Costs : Victory Village, Lemoore, CA : 2010 Project (with the Project): ***Based on Existing Conditions & Belle Haven Signalization***" spreadsheet.

11. Long-Term Traffic Mitigations with the project: Victory Village shall pay their proportional shares of the various improvements outlined in the attached Table 5 from the TIS listed below, or as delineated in the Impact Fee Study based on a per unit charge.

In addition to the above listed items list in condition 9

- Bush Street at 19 ½ Avenue
 - Signalize the intersection
- Bush Street between SR 41 NB and SB Ramps
 - Restripe/widen the five (5) lane roadway to six (6) lanes, providing two (2) through lanes and a separate left-turn lane in each direction.

- Bush Street at Semas Street
 - Signalize the intersection
 - Restripe/widen the NB approach, south leg to a separate left-turn lane, one (1) through lane, and a separate right-turn lane
 - Restripe/widen the SB approach, north leg to dual left-turn lanes, one (1) through lane, and a separate right-turn
 - Restripe/widen the WB approach, east leg to a separate left-turn lane, one (1) through lane, and a separate right-turn lane
 - Restripe/widen the EB approach, west leg to a separate left-turn lane, one (1) through lane, and a separate right-turn lane
 - Bush Street at Belle Haven Drive
 - Restripe/widen the NB approach, south leg to a separate left-turn lane, one (1) through lane, and dual (2) right-turn lanes
 - Restripe/widen the WB approach, east leg to dual (2) left-turn lanes, two (2) through lanes, and a shared through right-turn lane *(the shared through right-turn lanes is a result of the zoning change on the 4 acres of CC and 13.6 acres of RM-3)*
 - Restripe/widen the EB approach, west leg to dual (2) left-turn lanes, two (2) through lanes, and a separate right-turn lane
 - Restripe/lengthen the WB left-turn lanes from 200 feet to 300 feet
 - Bush Street at College Avenue
 - Signalize the intersection
 - Restripe/widen the WB approach, east leg to a separate left-turn lane and one (1) through lane
 - Coordinate signals along Bush Street from College Avenue to 19½ Avenue
12. The 60 right-of-way (ROW) cross sections should contain 40' of curb to curb width and include an 8' median in the center and landscaping shall include trees and drip irrigated plants to reduce water flows into the streets. 60' ROW street segments shall be included on all entryways into the subdivision from arterial or collector streets.
 13. All other street types proposed for the subdivision shall be carried out as shown on the Vesting Tentative Subdivision Map Sheet 1. The design of the Bush Street median landscape shall be determined by the Community Development Department in coordination with other City Departments.
 14. Secondary emergency access shall be provided to the subdivision by gravel access roads from Bush Street along the proposed Brooke Street (should a street not be in place) and tie into Pedersen Street then tie back into Belle Haven Drive or by providing secondary access from Bush Street north on Production Avenue across the railroad tracks thereby tying into Industry Way or by providing secondary access to a future interchange at State Highway 198 at the abandoned north-south railroad easement bridge at the time in which a subdivision records with more than 40 homes.
 15. Stop signs must be installed at the intersections with arterial and collector streets and shall be included in the improvement drawings.
 16. The developer shall submit revised street names for the subdivision to comply with the City Street Naming Policy and shall be submitted to the Community Development Department for approval prior to the submittal of any improvement drawings. Street names must follow the City's Street Naming policy and follow a theme.

17. Five (5) sets of landscape and irrigation plans and park layout plans shall be submitted to conform to City standards for street trees along arterial streets, in buffer areas (usually located in landscape easement areas) and include proposed landscaping for the parks with the improvement plans for review and approval by the Community Development and Parks and Recreation Department prior to recordation of a Final Map. At a minimum, each park space should include a tot lot with a rubberized surface below (or acceptable falling surface), benches, picnic areas, barbecues, grass areas, sidewalks, etc. The adequacy of the parks shall be determined through separate approval by the Community Development and Parks and Recreation Departments. Due to the size of the larger park, activities for older kids should also be available.
18. The 40' PG&E easement shall be incorporated into the "future collector street" rather than a permanent open space area as shown in staff's Figure 1. Due to the short north-south distance of approximately 1,000' of the future street the street section shall include only a 40' wide curb-to-curb asphalt street section and then accommodate a future parkway, 8' sidewalk and landscape/buffer area with a 7' decorative block wall (to provide noise reduction of a future street) . Rearyard setbacks to be 20' from Bush Street south. North of Bush Street the 40' easement shall be incorporated into the bike path with a 10' wide asphalt path that can accommodate 40-50,000 pound trucks. This will also require that a portion of lot 14 be adjusted to accomodate the transition of the bikepath to avoid the railroad right-of-way. The remaining portions of the easement shall be landscaped and maintained by the lighting landscape maintainance district. The intersection of this area with streets shall contain removable bollards to discourage vehicular traffic but allow future access as needed to PG&E and City vehicles.
19. 10' wide public utility and 10' landscape easements must be shown on all lots adjacent to public streets and included in the Final Map.
20. An noise and odor easement must be recorded on the property, in a form acceptable to the City Attorney, to acknowledge the presence of nearby industry and the right of the industry to continue to emit such noise and odors as are otherwise allowable by law and to ensure that industry in these areas is not unreasonably hindered by residential users and owners which move nearby at a later date
21. A Notice and Disclosure Statement must be recorded on the property, in a form acceptable to the City Attorney, which states that neighboring residents should be prepared for the inherent and potential inconveniences and discomforts often associated with normal and usual agricultural activities and operations, and the County will not take any nuisance abatement actions against any normal and usual farming operations must be recorded (as required by 1997 EIR measure regarding the Kings County Right to Farm Ordinance). This helps farmers to continue their right-to-farm.
22. Developer shall make installation of solar panels option available to buyers so long as they are not located on the backside of homes facing arterial or collector streets. To encourage the purchase of such an option, one model home should be installed with solar panels and appropriate materials made available to show the cost efficiencies.
23. Improvement drawings must show existing and proposed sanitary sewer, storm drainage, water, street lights, fire hydrants and street infrastructure (including curb, gutter, and parkway style sidewalks) associated with the development. All proposed and existing onsite utilities shall be under grounded by the developer at their expense. Any utility which may need to be relocated will also be under grounded, with the exception of the 115kv power line. The improvement plans for the subdivision must be approved by the City of Lemoore Engineer and Public Works Departments and conform to City Standards, with the exception to those street cross-section issues addressed through the Planned Unit Development. Appropriate impact fees shall be paid for all utility services.

Development impact fees designed to mitigate the impact of water service shall be charged and all homes shall have water meters. If overdraft conditions are found on City wells, conservation programs shall be implemented.

Fire hydrants spaced 300 feet apart throughout the subdivision as approved by the Lemoore Volunteer Fire Department and shall be included in the improvement drawings with hydrants on the west or north side of the roads.

24. No development site drainage would be allowed to discharge untreated urban runoff into the marsh.
25. Signs shall be posted near the wetlands that walking of dogs within the wetland area is prohibited and can cause potentially serious impacts to wildlife and buyers of residential lots and homes adjacent to the preserved wetlands would be informed through a notice and disclosure statement of the importance of the wetlands and the potentially serious impacts to wildlife that could be caused by pets.
26. No fire stations exist on the westside and will be needed to provide adequate response times for all development on the westside. Therefore, impact fees will need to be paid towards the construction of such facilities. Additionally, growth on the westside will cause the need to expand the police service facilities and appropriate impact fees shall be paid for such as outlined in the impact fee study.
27. The location of the cluster mailbox pads and installation of boxes are the financial responsibility of the developer. The locations of boxes should try to encourage interaction among neighbors.
28. The construction activities shall conform to the general control measures required by the San Joaquin Valley Air Pollution Control District, dust control measures provided in the EPA's Reasonably Available Control Measures and Best Available Control Measures and the PM10 ADP, and the City of Lemoore's air quality measures.
29. Project-related grading and construction activities shall be subject to the recommendations outlined in the Preliminary Geotechnical Investigation Report prepared by Kleinfelder (which is located in Appendix K of the 1997 EIR) and a separate design level geotechnical investigation that is specific to the proposed project to better evaluate areas of varying soil types which require different earthwork and foundation recommendations as well as the Technicon soils report .

As a mitigation to the 1997 EIR, in the event presently unknown archaeological or historical resources are discovered during development of specific projects, work shall be terminated until such time that a certified archaeological/historical consultant can investigate the findings.
30. The developer shall meet all provision of the "License Agreement" date May 1, 2006 between West Hills Community College District, Lemoore Union Elementary School District and Victory Lemoore as may be amended between the parties.
31. A digital copy of the final map and improvement plans shall be provided to the City upon prior to Final Map recordation.
32. The developer shall at all times comply with the Fugitive Dust Control Standards of the San Joaquin Valley Unified Air Pollution Control District and shall take complete control of dust during the preparation of the subdivision site and during construction by taking the following measures:

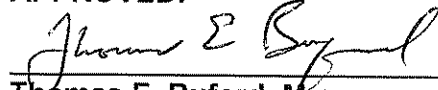
- a. *Submit for approval of the Public Works Director a program for the control of dust, which shall include, but not limited to, a watering schedule (frequency and time of day), use of dust control emulsions, and/or other measures necessary for control of dust.*
 - b. *Provide equipment and labor for watering of all exposed or disturbed soil surfaces, including weekends and holidays.*
 - c. *Sweep construction area and adjacent streets of all mud and dust at the end of the workday.*
 - d. *In addition, the developer shall deposit with the City an amount of five thousand dollars (\$5,000) which may be used by the City for dust control measures on this development, should the developer fail to adequately control dust. In case the City incurs costs for dust control in excess of the above amount, the developer shall reimburse the City for this additional amount. Upon acceptance by the City of the subdivision improvements, the deposit sum less any amount expended by the City will be refunded to the subdivider.*
33. *That the developer and contractor shall comply with all applicable provisions of the NPDES regulations, and are responsible for all General Permit applications to the Regional Water Quality Control Board. Proof of application shall be provided to the City prior to commencement of construction.*
34. *The developer shall submit to the Community Development Department the following documents for processing after approval of the Tentative Subdivision Map in addition to the above mentioned items.*
- a) *Five (5) copies of the final subdivision map along with closure calculations, preliminary title report dated within 90 days of submittal, and the final map application fee. The final map shall bear the signature and seal of the licensed land surveyor or registered civil engineer licensed to practice land surveying, preparing the map. If any of these required elements are missing, no attempt will be made to review the submittal.*
 - b) *Five (5) copies of subdivision improvement plans shall be submitted the Community Development Department including water, sewer, storm drainage street lighting, sidewalks, curb, gutter and fire hydrants drawn at a scale of not less than 1"-40' horizontal and 1"-4' vertical to be distributed to all commenting parties. General layout and grading may be shown on 24"x36" plan sheets. Plan and profile sheets shall be provided for curb grades and all proposed underground construction, and shall identify points of crossing. Calculations for pavement sections and any nonstandard facilities shall be provided. Details for all construction not covered by City Standard Specifications and/or Detail Drawings shall be provided. Plans shall be signed and sealed by the civil engineer in responsible charge. No review will be attempted on an incomplete submittal.*
 - c) *Two (2) copies of the engineer's cost estimates for the proposed improvements showing quantities and unit prices. Unit prices shall conform to the City standard prices, which are available at the Public Works Department.*
 - d) *After review of the final map is complete, the applicant's engineer shall submit a letter certifying that monumentation is in place and ready for field inspection. Upon receipt of that letter, staff will inspect the monumentation of the tract, prior to final approval of the map. If monumentation of individual lots is to be delayed until construction, the owner shall post with the City a bond-guaranteeing placement of all required monumentation.*

- e) *Prior to submittal of the original tracings of the final map to the City for signature and recordation, the original tracing shall include notarized signatures (in black indelible ink) of all persons having record interest in the area within the boundary of the map, the seal and signature (in indelible ink) of the Registered Civil Engineer/Licensed Land Surveyor preparing the map, and the signature (in black indelible ink) of the Kings County Tax Collector. Use of improper ink for these signatures may cause rejection of the map by the City or the County Recorder's office.*
 - f) *After approval of the improvement drawings, the City will maintain possession of the original drawings for the duration of the project. The developer or his representative may obtain copies through a certified blueprinting service (Western Blueprinting or Airport Blueprint) that will retrieve the originals, make the needed copies and return the originals to the City.*
 - g) *That upon completion of the subdivision improvements and their acceptance by the City, the developer's engineer shall prepare drawings of as built improvements and shall submit to the City one reproducible and three blue line copies for the City's records.*
35. *All subdivision improvements including water, sewer, storm drainage, curbs, gutters, sidewalks, street lights, fire hydrants and street improvements shall comply with the Public Works Standards of the City unless provided differently in this report as an allowed Planned Unit Development standard and meet the approval of the City Engineer.*
36. *The subdivider shall defend, indemnify and hold harmless the City of Lemoore and all of its departments, officers, agents and employees of and from all claims, actions and proceedings of any kind or nature to attack, set aside, void or annul the actions of the Planning Commission and/or City Council in reviewing and approving the map. This condition is imposed pursuant to Government Code Section 66474.9. The City will promptly notify the subdivider of any such claim or action and will fully cooperate with the subdivider in the defense thereof.*
37. *In accordance with City Council Resolution 2005-24 adopted on June 7, 2005, the Council has authorized staff to prepare an updated impact fee study which is anticipated to be completed within one year. The project will have an impact on the need for new public facilities and improvements in the City. The costs associated with that impact and the connection between the need for new public facilities and the proposed project will be set forth in a new Resolution to be adopted by the City Council. As a result, the applicant shall be subject to and shall pay these impact fees when they are set forth; should construction commence prior to the completion of such fee schedule an interim assessment will have to be made. Development Impact Fees shall be collected upon issuance of building permits for the development at the rate in effect on the date of the building permit.*
38. *The 13.6 acre portion of Assessor's Parcel Number 023-510-011 as shown on the general plan and zoning amendment exhibits, shall be zoned RM-3 within the scope of the Traffic Impact Report and will be required to include at least 85 units due to density shortfalls and up to 180 units of multi-family housing when submitting for a Site Plan Review or construction.*

Passed and adopted at a Regular Meeting of the City Council of the City of Lemoore held on the 6th day of June, 2006, by the following vote:

AYES: PLOURDE, MARTIN, GREGO, MURRAY, BUFORD
NOES: NONE
ABSTAINING: NONE
ABSENT: NONE

APPROVED:



Thomas E. Buford, Mayor

ATTEST:



Nanci C.O. Lima, City Clerk

TABLE 5: PROPORTIONATE SHARE PERCENTAGES						
Intersections	2010 (Near Term) Improvements					
	Project Trips AM/PM	Existing	2010 + Project AM/PM	City of Lemoore Proportionate Share % AM/PM	Caltrans Proportionate Share % AM/PM	
Bush Street at 19 1/2 Avenue	43/49	n/a	1,779/1,782	2.42% / 2.75%	n/a	
Bush Street at SR 41 NB Ramps	68/97	806/776	2,330/2,328	2.92% / 4.17%	4.46% / 6.25%	
Bush Street at SR 41 SB Ramps	94/130	766/601	2,553/2,424	3.68% / 5.36%	5.26% / 7.13%	
Bush Street at Belle Haven Drive	97/134	n/a	2,311/2,271	4.20% / 5.90%	n/a	
Bush Street at Semas Street	146/200	n/a	1,285/1,278	11.36% / 15.65%	n/a	
Bush Street at College Avenue	158/215	n/a	937/937	16.86% / 22.95%	n/a	
	2030 (Long Term) Improvements					
	Project Trips AM/PM	Existing AM/PM	2030 + Project AM/PM	City of Lemoore Proportionate Share % AM/PM	Caltrans Proportionate Share % AM/PM	
Bush Street at 19 1/2 Avenue	14/20	n/a	2,557/2,560	0.55% / 0.78%	n/a	
Bush Street at SR 41 NB Ramps	27/43	806/776	3,431/3,415	0.79% / 1.28%	1.03% / 1.63%	
Bush Street at SR 41 SB Ramps	42/58	766/601	4,141/3,991	1.01% / 1.45%	1.24% / 1.71%	
Bush Street at Belle Haven Drive	50/69	n/a	5,095/5,031	0.98% / 1.37%	n/a	
Bush Street at Semas Street	123/168	n/a	3,102/3,084	3.97% / 5.45%	n/a	
Bush Street at College Avenue	133/181	n/a	1,867/1,852	7.12% / 9.77%	n/a	
Production Avenue Railroad Crossing	9/12	n/a	254/251	3.54% / 4.78%	n/a	
Brooke/SR 198 Interchange	14/21	n/a	694/694	2.02% / 3.03%	2.02% / 3.03%	

n/a = not applicable

PRELIMINARY ORDER OF MAGNITUDE OPINION OF PROBABLE CONSTRUCTION COSTS
VICTORY VILLAGE, LEMOORE, CA
 2010 Project (with the Project)
 Based on Existing Conditions & Belle Haven Signalization

PREPARED BY: T. CARPENTER

DATE: 5/30/2006

PROJECT NO. 05-950

ITEM NAME (DESCRIPTION)	UNIT	QTY	UNIT COST	TOTAL COST	City Proportionate Share	PROJECT COST	Caltrans Proportionate Share	PROJECT COST
Bush Street at 19 1/2 Avenue								
Signalize the intersection								
Restripe/widen the NB approach, south leg, from a shared left-through-right lane, to a separate left-turn lane and a shared through-right lane								
• Signalization of Intersection	LS	1	\$220,000.00	\$220,000.00				
• Signing, Striping and Pavement Markings (Removal and Installation)	LS	1	\$20,000.00	\$20,000.00				
• Asphalt (4")	Ton	82	\$150.00	\$12,300.00				
• Aggregate Base (8")	Ton	149	\$50.00	\$7,450.00				
• Earthwork (Grading/Compacting/Import)	LS	1	\$3,500.00	\$3,500.00				
• Utility Relocation	LS	1	\$10,000.00	\$10,000.00				
COST				\$273,250.00	2.75%	\$7,514.00		
Bush St. at SR 41 NB Ramps - from halfway between the SB ramps and 19 1/2 Avenue								
Signalize the intersection								
Restripe/widen the NB approach, south leg, from a shared left-through lane and a separate right-turn lane, to a separate left-turn lane, a shared left-through lane, and a separate right-turn lane								
Restripe/widen the EB approach, west leg, from a separate left-turn lane and one (1) through lane, to a separate left-turn lane and two (2) through lanes								
Restripe/lengthen the EB left from 125 feet to 155 feet to accommodate the projected queue								
• Signalization of Intersection	LS	1	\$200,000.00	\$200,000.00				
• Right-of-way Acquisition	SF	7260	\$3.00	\$21,780.00				
• Signing, Striping and Pavement Markings (Removal and Installation)	LS	1	\$25,000.00	\$25,000.00				
• Demolition of Asphalt and Concrete	LS	1	\$3,000.00	\$3,000.00				
• Install Curb/Gutter	LF	100	\$35.00	\$3,500.00				
• Install Sidewalk	SF	450	\$7.00	\$3,150.00				
• Install Handicap Ramp	EA	1	\$3,000.00	\$3,000.00				
• Asphalt (6")	Ton	272	\$150.00	\$40,800.00				
• Aggregate Base (12")	Ton	490	\$50.00	\$24,500.00				
• Earthwork (Grading/Compacting/Import)	LS	1	\$55,000.00	\$55,000.00				
• Utility Relocation	LS	1	\$10,000.00	\$10,000.00				
COST				\$389,730.00	4.17%	\$16,252.00	6.25%	\$24,358.00
Bush St. at SR 41 SB Ramps - from halfway between Belle Haven and the NB ramps								
Signalize the intersection								
Restripe/widen the EB approach, west leg, from a shared through-right lane, to two (2) through lanes and a separate right-turn lane								
• Signalization of Intersection	LS	1	\$200,000.00	\$200,000.00				
• Right-of-way Acquisition	SF	1920	\$3.00	\$5,760.00				
• Signing, Striping and Pavement Markings (Removal and Installation)	LS	1	\$15,000.00	\$15,000.00				
• Demolition of Asphalt and Concrete	LS	1	\$2,500.00	\$2,500.00				
• Install Curb/Gutter	LF	160	\$35.00	\$5,600.00				
• Install Sidewalk	SF	720	\$7.00	\$5,040.00				
• Install Handicap Ramp	EA	1	\$3,000.00	\$3,000.00				
• Asphalt (4")	Ton	48	\$150.00	\$7,200.00				
• Aggregate Base (8")	Ton	87	\$50.00	\$4,350.00				
• Earthwork (Grading/Compacting/Import)	LS	1	\$5,000.00	\$5,000.00				
• Utility Relocation	LS	1	\$10,000.00	\$10,000.00				
COST				\$263,450.00	5.36%	\$14,121.00	7.13%	\$18,784.00
Bush St. at Belle Haven Dr. - from extents of west side widening to halfway between SB ramps								
Modification of Signal								
Restripe/widen the NB approach, south leg, from a separate left-turn lane and a shared through right lane, to a separate left-turn lane, one (1) through lane, and a separate right-turn lane								
Restripe/widen the WB approach, east leg, from a separate left-turn lane, one (1) through lane, and a separate right-turn lane, to a separate left-turn lane, two (2) through lanes, and a separate right-turn lane								
Restripe/widen the EB approach, west leg, from a shared left-through-right, to a separate left-turn lane, two (2) through lanes, and a separate right-turn lane								
Restripe/lengthen the WB left from 200 feet to 275 feet to accommodate the projected queue								
• Modification of Signal Installed in 2008	LS	1	\$150,000.00	\$150,000.00				
• Right-of-way Acquisition	SF	25100	\$3.00	\$75,300.00				
• Signing, Striping and Pavement Markings (Removal and Installation)	LS	1	\$25,000.00	\$25,000.00				
• Demolition of Asphalt and Concrete	LS	1	\$5,500.00	\$5,500.00				
• Install Curb/Gutter	LF	500	\$35.00	\$17,500.00				
• Install Sidewalk	SF	2250	\$7.00	\$15,750.00				
• Install Handicap Ramp	EA	4	\$3,000.00	\$12,000.00				
• Asphalt (4")	Ton	628	\$150.00	\$94,200.00				
• Aggregate Base (8")	Ton	1135	\$50.00	\$56,750.00				
• Earthwork (Grading/Compacting/Import)	LS	1	\$42,000.00	\$42,000.00				
• Utility Relocation	LS	1	\$40,300.00	\$40,300.00				
COST				\$534,300.00	5.90%	\$31,524.00		
Bush St. at Semas St. - from extents of west side widening to extents of east side widening								
Signalize the intersection								
Restripe/widen the NB approach, south leg, from a shared left-through-right lane, to a separate left-turn lane and a shared through-right lane								
Restripe/widen the SB approach, north leg, from a shared left-through-right lane, to a separate left-turn lane and a shared through-right lane								
Restripe/widen the WB approach, east leg, from a shared left-through-right lane, to a separate left-turn lane and a shared through-right lane								
Restripe/widen the EB approach, west leg, from a shared left-through-right lane, to a separate left-turn lane and a shared through-right lane								
• Signalization of Intersection	LS	1	\$200,000.00	\$200,000.00				
• Right-of-way Acquisition	SF	31500	\$3.00	\$94,500.00				
• Signing, Striping and Pavement Markings (Removal and Installation)	LS	1	\$25,000.00	\$25,000.00				
• Demolition of Asphalt and Concrete	LS	1	\$5,500.00	\$5,500.00				
• Removal (Curb/gutter and sidewalk)	CY	36	\$35.00	\$1,260.00				
• Install Curb/Gutter	LF	160	\$35.00	\$5,600.00				

• Install Sidewalk	SF	720	\$7.00	\$5,040.00
• Install Handicap Ramp	EA	4	\$3,000.00	\$12,000.00
• Asphalt (4")	Ton	750	\$160.00	\$117,000.00
• Aggregate Base (8")	Ton	1425	\$50.00	\$71,250.00
• Earthwork (Grading/Compacting/Import)	LS	1	\$92,000.00	\$92,000.00
• Utility Relocation	LS	1	\$40,300.00	\$40,300.00

COST	\$629,450.00
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15.65%	\$98,509.00
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Coordination of Signals from Semas St. to 19 1/2 Ave.

• Synchronize and Program Signal Controllers along Bush St. Corridor	LS	1	\$35,000.00	\$35,000.00
• Conduit and Conductors	LF	3500	\$45.00	\$157,500.00
• Equipment Upgrade (Modem Cards, Network Communication Devices.....)	EA	5	\$1,550.00	\$7,750.00

COST	\$200,250.00
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0.77%	\$13,549.00
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SUBTOTAL CONSTRUCTION COST	\$2,290,430.00
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\$181,469.00

\$43,142.00

MISC. (3%) - Includes Mobilization/Clearing and grubbing site, etc.
CONTINGENCIES (20%)
CONSTRUCTION ENGINEERING (5%)
PLANS, SPECIFICATIONS, & ENGINEERING (10%)

\$68,712.90	7.92%	\$5,444.00
\$458,096.00	7.92%	\$36,294.00
\$114,521.50	7.92%	\$9,073.00
\$229,043.00	7.92%	\$18,147.00

TOTAL CONSTRUCTION COST	\$3,160,793.40
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\$250,427.00

PSR
EIR

EA	1	\$200,000.00	\$200,000.00
EA	1	\$200,000.00	\$200,000.00

4.64%	\$9,300.00	6.60%	\$13,210.00
4.64%	\$9,300.00	6.60%	\$13,210.00

GRAND TOTAL	\$3,560,793.40
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\$209,027.00

\$69,562.00

PLEASE NOTE: ***NO STRUCTURE WIDENING INCLUDED AT THE INTERCHANGE OF HWY 41 AND BUSH ST.***

These Proportionate Share %'s based on weighted averages of above applicable %'s

ALL COSTS REFLECT CURRENT RATES/ESTIMATES, FUTURE COSTS MAY DIFFER

SUBTOTAL OF SPECIAL INTERIM SOLUTION INTERCHANGE FEE			\$735,368.00
MISC. - Includes Mobilization/Clearing and grubbing site, etc.	3%		\$22,059.90
CONTINGENCIES	20%		\$147,058.00
CONSTRUCTION ENGINEERING	5%		\$36,769.50
PLANS, SPECIFICATIONS, & ENGINEERING	10%		\$73,533.00
Up to 4 warrant studies needed prior to installing signals at SB & NB SR 41 ramps		4	\$3,000.00
			\$12,000.00
TOTAL OF INTERIM SOLUTION INTERCHANGE FEE			\$1,026,788.40
Cost per unit for 570 housing units or their equivalent			\$1,801.33

Highlighted items are those improvements that were included in the interim solution interchange fee

Estimates Assume Recommended Improvements Have Been Made in 2010

DATE: 5/30/2006

PROJECT NO. 05-950

ITEM NAME (DESCRIPTION)	UNIT	QTY	UNIT COST	TOTAL COST	City Proportionate Share	PROJECT COST	Caltrans Proportionate Share	PROJECT COST
Bush Street at 19 1/2 Avenue								
Restriping/lengthening of NB left-turn lane to accommodate increased traffic								
• Signing, Striping and Pavement Markings (Removal and Installation)	LS	1	\$10,000.00	\$10,000.00				
• Asphalt (4")	Ton	18	\$150.00	\$2,700.00				
• Aggregate Base (8")	Ton	31	\$50.00	\$1,550.00				
• Earthwork (Grading/Compacting/Import)	LS	1	\$1,500.00	\$1,500.00				
• Utility Relocation	LS	1	\$5,000.00	\$5,000.00				
COST				\$20,750.00	0.78%	\$162.00		
Bush St. at SR 41 NB Ramps - from halfway between the SB ramps to the NB ramps								
Restripe/Widen Bush Street from five (5) lanes to six (6) lanes between the NB and SB Ramps								
• Modification of Signal	LS	1	\$150,000.00	\$150,000.00				
• Signing, Striping and Pavement Markings (Removal and Installation)	LS	1	\$10,000.00	\$10,000.00				
• Demolition of Asphalt and Concrete	LS	1	\$3,000.00	\$3,000.00				
• Install Curb/Gutter	LF	450	\$35.00	\$15,750.00				
• Install Sidewalk	SF	2250	\$7.00	\$15,750.00				
• Install Handicap Ramp	EA	2	\$3,000.00	\$6,000.00				
• Asphalt (5")	Ton	135	\$150.00	\$20,250.00				
• Aggregate Base (12")	Ton	243	\$50.00	\$12,150.00				
• Earthwork (Grading/Compacting/Import)	LS	1	\$10,000.00	\$10,000.00				
• Utility Relocation	LS	1	\$10,000.00	\$10,000.00				
• Tie Back Wall (6')	SF	1200	\$70.00	\$84,000.00				
COST				\$336,000.00	1.28%	\$4,312.00	1.63%	\$5,491.00
Bush St. at SR 41 SB Ramps - from halfway between the NB ramps to the SB ramps								
Restripe/Widen Bush Street from five (5) lanes to six (6) lanes between the NB and SB Ramps								
• Modification of Signal	LS	1	\$150,000.00	\$150,000.00				
• Signing, Striping and Pavement Markings (Removal and Installation)	LS	1	\$10,000.00	\$10,000.00				
• Demolition of Asphalt and Concrete	LS	1	\$3,000.00	\$3,000.00				
• Install Curb/Gutter	LF	450	\$35.00	\$15,750.00				
• Install Sidewalk	SF	2250	\$7.00	\$15,750.00				
• Install Handicap Ramp	EA	2	\$3,000.00	\$6,000.00				
• Asphalt (5")	Ton	135	\$150.00	\$20,250.00				
• Aggregate Base (12")	Ton	243	\$50.00	\$12,150.00				
• Earthwork (Grading/Compacting/Import)	LS	1	\$10,000.00	\$10,000.00				
• Utility Relocation	LS	1	\$10,000.00	\$10,000.00				
• Tie Back Wall (6')	SF	1200	\$70.00	\$84,000.00				
COST				\$336,000.00	1.45%	\$4,885.00	1.71%	\$5,761.00
Bush St. at Belle Haven Dr. - from extents of west side widening to halfway between SB ramps								
Restripe/widen the NB approach, south leg, from a separate left-turn lane, one (1) through lane, and a separate right-turn lane, to a separate left-turn lane, one (1) through lane, and dual (2) right-turn lanes								
Restripe/widen the WB approach, east leg, from a separate left-turn lane, two (2) through lanes, and a separate right-turn lane, to dual (2) left-turn lanes, two (2) through lanes, and a separate right-turn lane								
Restripe/widen the EB approach, west leg, from a separate left-turn lane, two (2) through lanes, and a separate right-turn lane, to dual (2) left-turn lanes, two (2) through lanes, and a separate right-turn lane								
Restripe/lengthen the WB left-turn lanes from 200 feet to 300 feet								
• Modification of Signal	LS	1	\$150,000.00	\$150,000.00				
• Right-of-way Acquisition	SF	19000	\$3.00	\$57,000.00				
• Signing, Striping and Pavement Markings (Removal and Installation)	LS	1	\$25,000.00	\$25,000.00				
• Demolition of Asphalt and Concrete	LS	1	\$5,500.00	\$5,500.00				
• Install Curb/Gutter	LF	500	\$35.00	\$17,500.00				
• Install Sidewalk	SF	2250	\$7.00	\$15,750.00				
• Install Handicap Ramp	EA	4	\$3,000.00	\$12,000.00				
• Asphalt (4")	Ton	483	\$150.00	\$99,450.00				
• Aggregate Base (8")	Ton	960	\$50.00	\$48,000.00				
• Earthwork (Grading/Compacting/Import)	LS	1	\$31,500.00	\$31,500.00				
• Utility Relocation	LS	1	\$40,300.00	\$40,300.00				
COST				\$487,000.00	1.37%	\$6,398.00		
Bush St. at Sarnas St. - from extents of west side widening to extents of east side widening								
Restripe/widen the NB approach, south leg, from a separate left-turn lane and a shared through-right lane, to a separate left-turn lane, one (1) through lane, and a separate right-turn lane								
Restripe/widen the SB approach, north leg, from a separate left-turn lane and a shared through-right lane, to dual (2) left-turn lanes, one (1) through lane, and a separate right-turn lane								
Restripe/widen the WB approach, east leg, from a separate left-turn lane and a shared through-right lane, to a separate left-turn lane, one (1) through lane, and a separate right-turn lane								
Restripe/widen the EB approach, west leg, from a separate left-turn lane and a shared through-right lane, to a separate left-turn lane, one (1) through lane, and a separate right-turn lane								
• Modification of Signal	LS	1	\$150,000.00	\$150,000.00				
• Right-of-way Acquisition	SF	31600	\$3.00	\$94,800.00				
• Signing, Striping and Pavement Markings (Removal and Installation)	LS	1	\$25,000.00	\$25,000.00				
• Demolition of Asphalt and Concrete	LS	1	\$5,500.00	\$5,500.00				
• Removal (Curb/Gutter and sidewalk)	CV	38	\$35.00	\$1,280.00				
• Install Curb/Gutter	LF	180	\$35.00	\$6,300.00				
• Install Sidewalk	SF	240	\$7.00	\$1,680.00				
• Install Handicap Ramp	EA	4	\$3,000.00	\$12,000.00				
• Asphalt (4")	Ton	782	\$150.00	\$117,300.00				
• Aggregate Base (8")	Ton	1429	\$50.00	\$71,450.00				
• Earthwork (Grading/Compacting/Import)	LS	1	\$53,000.00	\$53,000.00				
• Utility Relocation	LS	1	\$40,300.00	\$40,300.00				
COST				\$577,890.00	5.45%	\$31,495.00		
Bush St. at College Ave. - from extents of west side widening to extents of east side widening								
Signalize the intersection								

Restrict/revise the WB approach, east leg, from a shared left-through lane, to a separate left-turn lane and one (1) through lane

• Signalization of Intersection	LS	1	\$170,000.00	\$170,000.00
• Right-of-way Acquisition	SF	12500	\$3.00	\$37,500.00
• Signing, Striping and Pavement Markings (Removal and Installation)	LS	1	\$10,000.00	\$10,000.00
• Demolition of Asphalt and Concrete	LS	1	\$2,000.00	\$2,000.00
• Install Curb/Gutter	LF	100	\$35.00	\$3,500.00
• Install Sidewalk	SF	600	\$7.00	\$4,200.00
• Install Handicap Ramp	EA	2	\$3,000.00	\$6,000.00
• Asphalt (4")	Ten	309	\$150.00	\$46,350.00
• Aggregate Base (8")	Ten	585	\$50.00	\$28,250.00
• Earthwork (Grading/Compacting/Import)	LS	1	\$21,000.00	\$21,000.00
• Utility Relocation	LS	1	\$40,300.00	\$40,300.00

COST		\$388,100.00	9.77%	\$38,061.00
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Coordination of Signals from College Ave. to 19 1/2 Ave.

• Synchronize and Program Signal Controllers along Bush St. Corridor	LS	1	\$10,000.00	\$10,000.00
• Conduit and Conductors	LF	1600	\$45.00	\$72,000.00
• Equipment Upgrade (Modem Cards, Network Communication Devices,....)	EA	6	\$1,550.00	\$9,300.00

COST		\$91,300.00	3.35%	\$3,059.00
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Interchange at Highway 198 and Brook St.

• Right-of-way Acquisition	LS	1	\$1,200,000.00	\$1,200,000.00
• Signals	LF	1	\$400,000.00	\$400,000.00
• Construction Costs	EA	1	\$19,700,000.00	\$19,700,000.00

COST		\$21,300,000.00	3.03%	\$645,390.00	3.03%	\$645,390.00
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SUBTOTAL CONSTRUCTION COST		\$23,162,940.00		\$731,762.00		\$656,642.00
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MISC. (3%) - Includes Mobilization/Clearing and grubbing site, etc.

CONTINGENCIES (20%)

CONSTRUCTION ENGINEERING (5%)

PLANS, SPECIFICATIONS, & ENGINEERING (10%)

		\$694,888.20	3.14%	\$21,806.00
		\$4,632,588.00	3.14%	\$145,375.00
		\$1,158,147.00	3.14%	\$36,344.00
		\$2,316,294.00	3.14%	\$72,688.00

TOTAL CONSTRUCTION COST		\$31,964,857.20		\$1,007,975.00
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PSR

EIR

EA	2	\$200,000.00	\$400,000.00	1.28%	\$5,120.00	1.63%	\$8,520.00
EA	2	\$200,000.00	\$400,000.00	1.28%	\$5,120.00	1.63%	\$8,520.00

GRAND TOTAL		\$32,764,857.20		\$1,018,215.00		\$669,682.00
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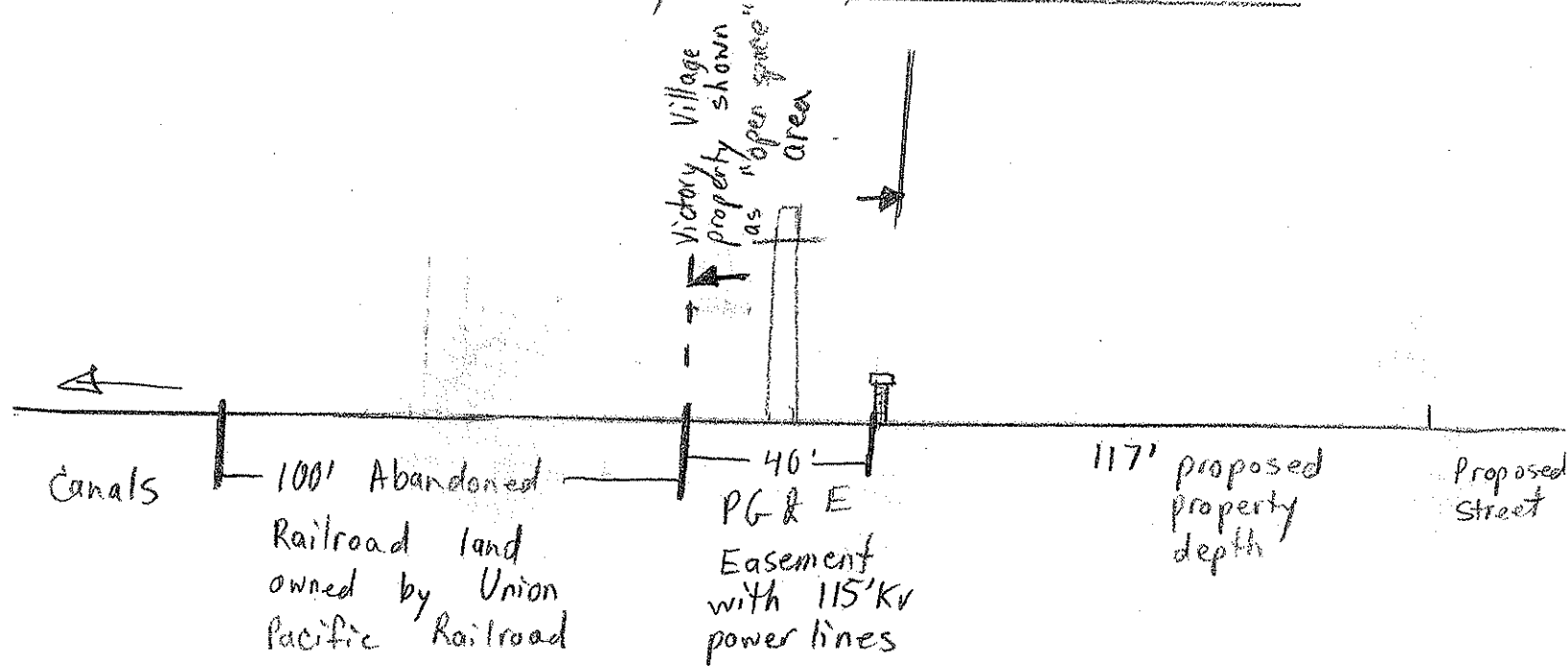
PLEASE NOTE: ***NO STRUCTURE WIDENING INCLUDED AT THE INTERCHANGE OF HWY 41 AND BUSH ST.***

***Then Proportionate Share %'s based on weighted averages of above applicable %'s**

ALL COSTS REFLECT CURRENT RATES/ESTIMATES, FUTURE COSTS MAY DIFFER

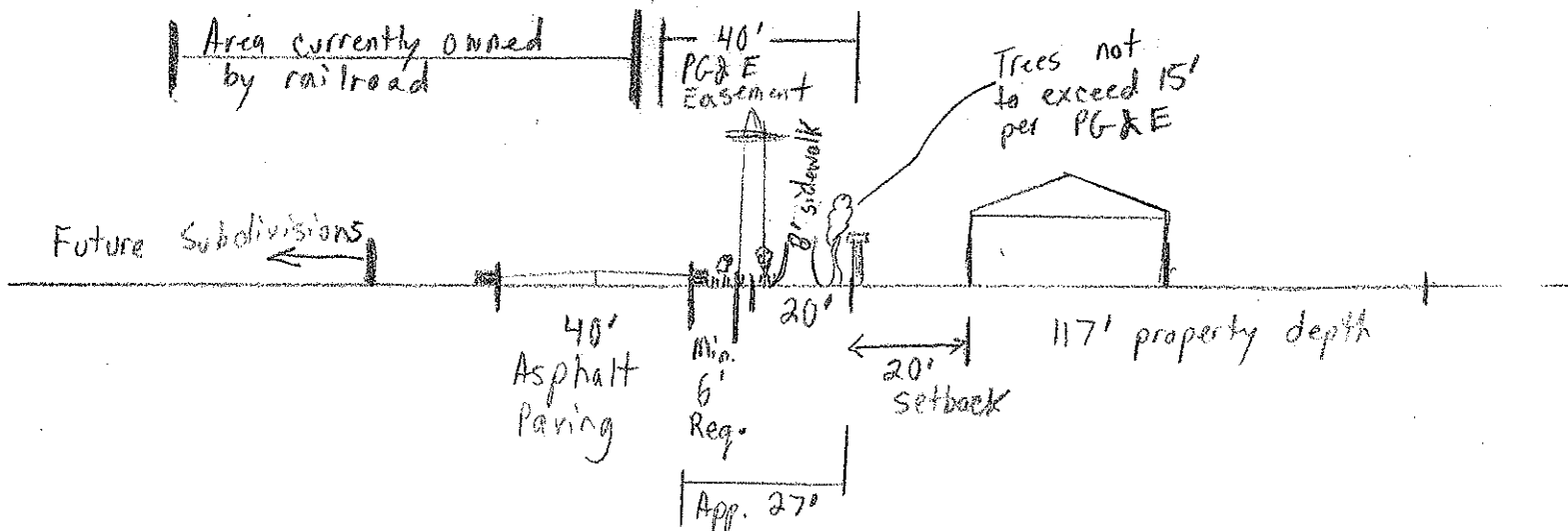
FIGURE 1

Existing conditions of the
westerly boundary of Victory Village



Proposed Future easements/ROW

(incorporate PG&E easement in future "collector" street
and possibly build asphalt section to "local" standard)

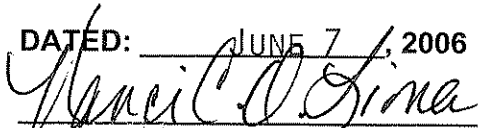


CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss.
CITY OF LEMOORE)

I, Nanci C.O. LIMA, City Clerk of the City of Lemoore, do hereby certify the foregoing Resolution of the City Council of the City of Lemoore was duly passed and adopted at a Regular Meeting of the City Council held on June 6, 2006.

DATED: JUNE 7, 2006


Nanci C.O. Lima, City Clerk

RESOLUTION NO. 2008-26

A RESOLUTION OF THE COUNCIL OF THE CITY OF LEMOORE CERTIFYING FINAL ENVIRONMENTAL IMPACT REPORT (EIR) PREPARED FOR THE CITY OF LEMOORE 2030 GENERAL PLAN AREA, WITH ATTACHMENTS: (A) STATEMENT OF SIGNIFICANT POTENTIAL ADVERSE ENVIRONMENTAL EFFECTS AND ASSOCIATED MITIGATION MEASURES TO AVOID OR SUBSTANTIALLY LESSEN THOSE EFFECTS TO A LEVEL OF LESS THAN SIGNIFICANT; (B) FINDINGS ON PROJECT ALTERNATIVES; (C) STATEMENT OF UNAVOIDABLE SIGNIFICANT ADVERSE EFFECTS THAT ARE MITIGATED TO THE EXTENT FEASIBLE; AND (D) STATEMENT OF OVERRIDING CONSIDERATIONS THAT THE PROJECT BENEFITS OUTWEIGH THE UNAVOIDABLE SIGNIFICANT ADVERSE EFFECTS (STATE CLEARINGHOUSE NO. 200608113)

WHEREAS, the City of Lemoore (hereinafter “City”) has prepared an Environmental Impact Report (EIR) relating to and environmentally assessing environmental effects related to the City of Lemoore 2030 General Plan (hereinafter, “Project”); and,

WHEREAS, in accordance with the provisions of the California Environmental Quality Act (“CEQA”) and the Guidelines for the Implementation of the California Environmental Quality Act (“CEQA Guidelines”), a Notice of Preparation of the Draft EIR was filed and the Draft EIR was routed to the State Clearinghouse, responsible agencies, other governmental and trustee agencies having discretionary approval or jurisdiction by law over natural resources affected by the Project, the County of Kings, affected transportation agencies, affected taxing entities, and other interested persons and agencies; and,

WHEREAS, a 45-day public review and comment period was provided on the Draft EIR in accordance with CEQA; and,

WHEREAS, a Notice of Availability/Notice of Completion of the Draft EIR was published in The Lemoore Advance and posted with the County of Kings Clerk’s Office; and,

WHEREAS, at the close of the public review and comment period on the Draft EIR, a Final EIR was prepared that incorporates comments received on the Draft EIR, list of persons, organizations and public agencies commenting on the EIR, the City’s response to significant environmental points raised in the comments, and necessary changes to the text of the Draft EIR; and,

WHEREAS, the City’s response to comments were transmitted to those agencies and individuals who submitted comments on the Draft EIR; and,

WHEREAS, the EIR consists of both the Draft EIR and the Final EIR; and,

WHEREAS, the EIR was considered by the City of Lemoore Planning Commission at public hearings on February 25, 2008 and March 10, 2008 after considering testimony presented at said

public meetings, the Planning Commission made its recommendation that the City Council certify the Final EIR; and,

WHEREAS, a duly noticed public hearing was held by the City Council on May 6, 2008 to consider all written and oral evidence and testimony related to the EIR; and,

WHEREAS, the 2030 General Plan includes an area, west of State Route 41, which is impacted by significant noise generated by the overflight of military aircraft of the adjacent Lemoore Naval Air Station; and,

WHEREAS, the City desires to create policies and mitigation measures which, to the greatest extent allowed by law, will address and mitigate the ambient noise in this area of the General Plan based on findings under Health and Safety Code section 17922.7.

NOW THEREFORE, BE IT RESOLVED, by the Council of the City of Lemoore that the City hereby certifies that the EIR has been prepared and completed in compliance with CEQA and the CEQA Guidelines.

BE IT FURTHER RESOLVED that the EIR has been presented to the Council as the decision-making body of the City, and that the Council has independently reviewed, considered, and evaluated the information contained in both the Draft and Final EIR and written and oral testimony presented at the aforementioned public hearing; and

BE IT FURTHER RESOLVED that the final EIR reflects the independent judgment of the Council; and

BE IT FURTHER RESOLVED that in the independent judgment of the Council, said body finds that certain changes, alterations, or mitigation measures will substantially lessen or avoid potentially significant adverse environmental effects identified in the Final EIR and will be incorporated into the Project as conditions of any future Project entitlements, permits and agreements. The potentially significant effects and the mitigation measures to be required in, or incorporated into, the Project to avoid or substantially lessen the significant effects to a level of less than significant are set forth in attached Exhibit "A," which is incorporated herein; and

BE IT FURTHER RESOLVED that based upon substantial evidence in the record of these proceedings, the "No Project" and other alternatives which are described and evaluated in the EIR as a reasonable range of potentially feasible alternatives to the Project would result in the same or greater adverse environmental effects as the proposed Project and could not feasibly attain most of the basic objectives of the Project, as set forth in Exhibit "B" and incorporated herein; and

BE IT FURTHER RESOLVED that certain unavoidable significant environmental effects resulting from Project implementation and mitigation measures to reduce these effects have been identified by the EIR, but it is infeasible to avoid or substantially lessen these effects due to specified economic, social, or other considerations. These environmental effects and mitigation measures, together with the considerations that make it infeasible to avoid or substantially lessen such effects, are set forth in attached Exhibit "C," which is incorporated herein; and

BE IT FURTHER RESOLVED that as required by CEQA, the City has balanced the benefits of the Project against the unavoidable significant environmental effects or risks in determining whether to approve the Project, and the Council has independently determined that the benefits of the Project outweigh the unavoidable significant environmental effects for the reasons stated in the Statement of Overriding Considerations, which is attached to this Resolution as Exhibit "D" and incorporated herein.

BE IT FURTHER RESOLVED that, pursuant to Health and Safety Code section 17922.7, the City hereby finds that the noise policies and noise attenuation mitigation measures as found in the EIR and in Exhibit "A" herein are necessary to address significant noise impacts emanating from the adjacent Lemoore Naval Air Station (LNAS) and its military aircraft on the areas located west of State Route 41. Pursuant to Health and Safety Code section 17922.7, the Council further finds that said policies and mitigation measures shall be applied to all single family dwellings, as well as multi-family dwellings and other structures located west of State Route 41. To the extent that the policies and mitigation measures exceed comparable standards referred to in section 17922.7 of the Health and Safety Code, then the more stringent standard shall apply. The Council hereby specifically finds that said standards are needed, in light of the extensive public testimony given before the Planning Commission and City Council related to noise impacts emanating from military flight activities in and around the adjacent LNAS, which testimony is incorporated herein by reference, to fully mitigate the impacts of noise.

BE IT FURTHER RESOLVED that all environmental impact mitigation measures and policies established by certification of the EIR are intended to be self-mitigating and, therefore, are made specific conditions of the Project, shall be binding upon the City, and shall be conditions of Project entitlements, permits, agreements and other legally-binding instruments.

BE IT FURTHER RESOLVED that the Mayor and Clerk of the City of Lemoore are hereby authorized and directed to make the appropriate certification upon the originals of the EIR documents and file them as so certified as a permanent record in the office of the City Clerk.

The foregoing resolution was approved and adopted at a regular meeting of the City Council of the City of Lemoore held on the 6TH day of MAY, 2008, by the following vote:

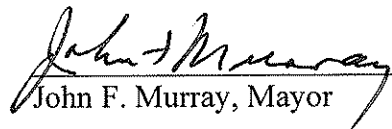
AYES: MARTIN, RODARMEL, HORNSBY, GREGO, MURRAY

NOES: NONE

ABSTAIN: NONE

ABSENT: NONE

APPROVED:


John F. Murray, Mayor

ATTEST:

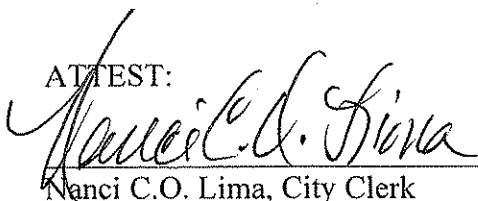

Nanci C.O. Lima, City Clerk

EXHIBIT A

**STATEMENT AND FINDINGS OF SIGNIFICANT POTENTIAL
ADVERSE ENVIRONMENTAL EFFECTS, AND ASSOCIATED
MITIGATION MEASURES TO AVOID OR SUBSTANTIALLY
LESSEN THOSE EFFECTS TO A LEVEL OF LESS THAN
SIGNIFICANT**

Executive Summary

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact

Significance after Mitigation

		LTS
<p>3.2-1. Implementation of the proposed General Plan will cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system, but with planned improvements required by the proposed General Plan, an acceptable level of service will be maintained on City roadways.</p>	<p>C-I-7 Develop and manage the roadway system to obtain Level of Service (LOS) D or better for two hour peak periods (a.m. and p.m.) on all major roadways and arterial intersections in the City. This policy does not extend to local residential streets (i.e., streets with direct driveway access to homes) or state highways and their intersections, where Caltrans policies apply. Exceptions to LOS D policy may be allowed by the City Council in areas, such as Downtown, where allowing a lower LOS would result in clear public benefits, social interaction and economic vitality, and help reduce overall automobile use.</p> <p>C-I-9 Establish a Transportation Performance Monitoring (TPM) program for the Business, Technology, and Industrial Reserve Area, generally located in the Southwest quadrant of SR-198 and SR-41, to monitor and control traffic arising from new development.</p> <p>C-I-10 Require traffic impact studies for any proposed General Plan amendment that will generate significant amounts of traffic (such as 100 or more peak hour trips).</p> <p>C-I-11 Establish and implement additional programs to maintain adequate peak hour LOS at intersections and along roadway segments as circumstances warrant, including the following actions: Collect and analyze traffic volume data on a regular basis (at least every 5 years) and monitor current intersection and roadway segment levels of service on a regular basis. Use this information to update and refine the City's travel forecasting model, so that estimates of future conditions are more strongly based upon local travel behavior and trends. Consider, on a case by case basis, how to shift travel demand away from the peak period by changing work shift starting times, especially in those situations where peak traffic problems result from a few major generators (e.g. the West Hills College area and Bush Street corridor and the Industrial Area south of the City). Perform routine, ongoing evaluation of the efficiency of the urban street traffic control system, with emphasis on traffic signal timing, phasing and coordination to optimize traffic flow along arterial corridors. Use traffic control systems to balance arterial street utilization (e.g. timing and phasing for turn movements, peak period and off-peak signal timing plans).</p>	<p>LTS</p>
<p>3.2-2. Implementation of the proposed General Plan will create traffic that will increase congestion, but not create unacceptable levels of service on State highways, with planned improvements.</p>	<p>LU-I-41 Allow up to 1.5 million square feet of non-residential development in the Business, Technology & Industrial Reserve Area, with up to 60 percent industrial, 35 percent office flex/R&D space/support services, and 15 percent retail space. A specific plan, including a financing plan for public facilities and services must be prepared prior to consideration of any development proposals. More non-residential space may be permitted under an approved specific plan only if the City determines that acceptable levels of service would be maintained on the Marsh Drive interchange at SR-198 and other access roads. The specific plan is at a minimum to provide for: Road connections and traffic capacity to accommodate planned development; Infrastructure necessary to support the area and benefit the City; Development and design program, including standards and guidelines for building scale and location, landscaping, parking design and location, undergrounding of utilities, and signs; Open space protection program, including designation of permanent open space and buffers adjacent to farmlands and the freeway corridors; Implementation</p>	<p>LTS</p>

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact	Significance after Mitigation
<p>program, including Zoning Ordinance amendments (if required), cost and responsibility for necessary capital and other improvements, phasing of development financing measures, plan administration and enforcement.</p>	
<p><i>The policies listed under Impact 3.2-1 serve to reduce this impact to a less than significant level and thus are incorporated here by reference.</i></p>	
<p><i>The policies listed under Impact 3.2-1 serve to reduce this impact to a less than significant level and thus are incorporated here by reference.</i></p>	LTS
<p>3.2-3. Implementation of the General Plan may create local impacts at intersections and along major access routes to future developments, including increases in vehicles queuing and requirements for left turn storage lanes.</p>	LTS
<p>3.2-4. Implementation of the proposed General Plan could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses as well as potentially adversely affect emergency access needs.</p>	LTS
C-1-1	LTS
<p>Adopt street standards that provide flexibility in design, especially in residential neighborhoods. Revise right-of-way and pavement standards to reflect adjacent land use and/or anticipated traffic, and permit reduced right-of-way dimensions where necessary to maintain neighborhood character.</p>	LTS
C-1-2	LTS
<p>Require all new developments to provide right-of-way and improvements consistent with the General Plan street designations and cross-street section standards. Further, ensure that either the Capital Improvement Program budget or new development carries out the planned improvements described in the General Plan. Alternative improvements shall be considered if supported by a traffic assessment conducted under the guidance of City staff.</p>	LTS
C-1-3	LTS
<p>Provide for greater street connectivity by: Incorporating in subdivision regulations requirements for a minimum number of access points to existing local or collector streets for each development (e.g. at least two access points for every 10 acres of development, with additional access, if warranted, for multi-family housing); Encouraging the construction of roundabouts instead of traffic signals and 4-way stop signs, where feasible; Requiring bicycle and pedestrian connections from cul-de-sacs to nearby public areas and</p>	LTS

Executive Summary

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
3.2-5. Implementation of the General Plan will have an impact on pedestrian circulation and bicycling.	C-I-12	To increase roadway safety and maintain emergency access between Cedar Lane and Lemoore Avenue: Construct the extension of Cedar Lane to Lemoore Avenue as a two-lane collector roadway with restricted access on Lemoore Avenue to only allow northbound left, southbound right, and eastbound right turn movements; Construct a center median along Lemoore Avenue to restrict all other movements (such as eastbound left turns from Cedar Lane onto northbound Lemoore Avenue). Further, do not provide any pedestrian crossings of Lemoore Avenue at this location; Provide crosswalks across Cedar Lane at Lemoore Avenue; Provide a stop control sign on the Cedar Lane approach to the intersection with Lemoore Avenue. No signalized traffic controls will be provided on Lemoore Avenue; and, Cal-de-sac Larkin Street approximately 220 feet west of Lemoore Avenue to eliminate cut-through traffic and better facilitate southbound left turn movements into the High School parking lot.
	C-I-20	Coordinate with Caltrans and Kings Area Rural Transit to identify and implement Park & Ride sites with convenient access to public transit.
	C-I-23	Provide incentives for City employees to commute by public transit, car-pool, or use alternative fuel technology vehicles.
	C-I-27	Implement the Lemoore Bikeway Plan in coordination with the County's Regional Bicycle Plan, which is updated every four years.
	C-I-28	Establish bicycle lanes, bike routes, and bike paths consistent with the General Plan.
	C-I-29	Increase bicycle safety by: Sweeping and repairing bicycle lanes and paths on a regular basis; Ensuring that bikeways are delineated and signed in accordance with Caltrans' standards, and lighting is provided, where needed; Providing bicycle paths or lanes on bridges and overpasses; Ensuring that all new and improved streets have bicycle-safe drainage grates and are kept free of hazards such as uneven pavement, gravel, and other debris; Providing adequate signage and markings warning vehicular traffic of the existence of merging

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Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
	or crossing bicycle traffic where bike routes and paths make transitions into or across roadways; Working with the Lemoore Union School districts to promote classes on bicycle safety in the schools; and installing large sidewalks along arterial and median parkway streets so that children may ride safely away from traffic (e.g., Lemoore Avenue and Hanford-Armona Road).	
C-I-30	Amend the Zoning Ordinance to require bicycle parking facilities at large commercial and industrial employer sites, including racks and lockers that are integrated into the overall site and building design.	
C-I-31	Develop a series of continuous walkways within new office parks, commercial districts, and residential neighborhoods so they connect to one another.	
C-I-32	Provide for pedestrian-friendly zones in conjunction with the development, redevelopment, and design of mixed-use neighborhood core areas, the Downtown area, schools, parks, and other high use areas by providing intersection "bulb outs" to reduce walking distances across streets in the Downtown and other high use areas; Providing pedestrian facilities at all signalized intersections; Providing landscaping and shade that encourages pedestrian use; Constructing adequately lit and safe access through subdivision sites; and Providing mid-block electronic warning lights and signals, where warranted, to inform motorists of the presence of pedestrian at the crosswalk.	
C-I-33	Establish specific standards for pedestrian facilities to be accessible to physically disabled persons, and ensure that roadway improvement projects address mobility or accessibility for bicyclists or pedestrians.	
C-I-34	Amend the Zoning Ordinance to include standards in all new development for pedestrian circulation including: patterned concrete sidewalks across vehicular streets, crossing signalization, bulb-outs, bicycle parking and lockers integrated with parking areas, and street lighting.	
C-I-35	Ensure that all residential development provides adequate on-site parking for residents and guests.	LTS
C-I-36	Amend the Zoning Ordinance to require large employers to implement a Traffic Demand Management program that combines parking restrictions with transit or bicycle subsidies, such as promoting carpooling, free bus passes, priority bicycle parking and car share programs.	
3.2-6. Implementation of the proposed General Plan Update will create additional demand for parking facilities but on-street and off-street parking capacity will		

Executive Summary

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
accommodate these needs.		
C-1-37	Amend the Zoning Ordinance to allow shared parking for mixed-uses where peak parking demands do not overlap.	
C-1-38	Amend the City's Parking Design Standards to promote multiple benefits, including shared parking for mixed-use projects, solar panels on parking structures to generate energy for parking lot lighting, and pervious pavement for parking lots to improve groundwater recharge.	
Public Utilities and Services		
3.3-1. Implementation of the proposed General Plan will increase enrollment, exceed the capacity of existing schools, and require new school facilities.		LTS
LU-1-7	Require new development to pay its fair share of the costs of public infrastructure, services and transportation facilities, in accordance with State law.	
LU-1-8	Allow development only when adequate public facilities and infrastructure are available or planned in conjunction with the use, consistent with the traffic level of service (LOS) standards and standards for public facilities and services established in this Plan.	
LU-1-42	Ensure adequate elementary and high school sites are reserved in new subdivisions, consistent with the Land Use Diagram and State law.	
PSCE-1-14	Develop partnerships with the Lemoore Union Elementary School District, Lemoore Union High School District, private schools, community organizations, and West Hills College to facilitate planning for new school sites and facilities and infrastructure improvements which are compatible with City plans.	
PSCE-1-15	Develop partnerships with Lemoore Union Elementary School District and Lemoore Union High School District to optimize the joint use of school facilities for community benefit.	
LU-1-6	Create, maintain, or upgrade Lemoore's public and private infrastructure to support future land use and planned development under the General Plan.	LTS
LU-1-43	Designate land for public uses to be maintained through capital projects for parks and open spaces, police and fire services, water and sanitary facilities, infrastructure and other City services.	

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

<i>Proposed General Plan Policies that Reduce the Impact</i>		<i>Significance after Mitigation</i>
CD-I-59	Require new development to reduce storm water run-off, control water pollution, and promote water recharge through sustainable hydrological design. Measures should include, but are not limited to, the following: Reducing imperviousness by limiting building footprint and using permeable paving or landscaping to break up expanses of impervious surfaces; Using canopy trees or shrubs to absorb rainwater and slow water flow; Removing curbs and gutters from streets and parking areas, where appropriate, to allow storm water sheet flow into vegetated areas; Incorporating drainage design into the infrastructure, such as roof downspouts, retention cells, or infiltration trenches, to filter and direct storm water into vegetated areas or water collection devices; and Promoting the installation of sub-surface water retention facilities (for large development) to capture rainwater for use in landscape irrigation and non-potable uses.	
PU-I-1	Update the City's Urban Water Management Plan every five years and ensure its contents are consistent with the California Water Code and General Plan policies, including prioritization and identification of funding sources.	
PU-I-2	Provide and maintain a system of water supply distribution facilities capable of meeting existing and future daily and peak demands, including fire flow requirements, in a timely and cost effective manner.	
PU-I-3	Monitor the demands on the water system and, as necessary, manage development to mitigate impacts and/or facilitate improvements to the water supply and distribution systems.	
PU-I-4	Continue to support the Laguna Water District's groundwater recharging (water banking) efforts, in consultation with the State Department of Water Resources and County water management authorities.	
PU-I-5	Require that necessary water supply infrastructure and storage facilities are in place concurrently with new development, and approve development plans only when a dependable and adequate water supply for the development is assured.	
PU-I-9	Promote the use of evapotranspiration (ET) water systems in irrigating large parks and large landscaped areas.	
PU-I-11	Revise regulations to allow the safe use of reclaimed water ("gray water") by homes and businesses where	

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Executive Summary

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

<i>Proposed General Plan Policies that Reduce the Impact</i>		<i>Significance after Mitigation</i>
	feasible. Examples of areas where "gray water" might be safely used include: Irrigation of parks and residential yards, and irrigation for farming. Cooling towers and HVAC systems in commercial or industrial buildings, and Water cisterns in flush toilets.	
PU-I-12	Establish and implement a program of cooperative surface water use with local water purveyors and irrigation districts to retain surface water rights and supply following annexation and urban development so as to protect against aquifer overdrafts and water quality degradation.	
PU-I-14	Drill additional wells within the City when other water supply alternatives are not feasible, and demand warrants their development.	
COS-I-26	Establish water conservation guidelines and standards for new development and for municipal buildings and facilities.	
COS-I-27	Become a signatory to the California Urban Water Conservation Council and implement all Demand Management Measures as soon as they become feasible.	
COS-I-28	Develop a schedule for the retrofitting of existing public buildings with water conservation features, and budget accordingly.	
COS-I-29	Annually check for leaks throughout the City's main water supply and distribution system, and initiate repairs when necessary to reduce water waste.	
COS-I-30	Consider establishing rebate and/or incentive programs for the replacement of leaking, aging and/or inefficient plumbing with more efficient, water saving plumbing and for the use of water efficient landscaping.	
COS-I-31	Educate the general public about the importance of water conservation, water recycling and groundwater recharge through the following means: Making water production and treatment facilities available for tours by schools or organized groups; Encouraging educators to include water conservation in their curriculums; Providing tips to business groups on water conservation and recycling.	

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
3.3-3. Implementation of the proposed General Plan will generate wastewater flows that exceed the treatment and disposal capacity of the existing wastewater treatment plant.	<p>PU-I-15 Maintain existing levels of wastewater service by expanding treatment plant and disposal facilities as required by growth and by the Regional Water Quality Control Board.</p> <p>PU-I-16 Update the Wastewater Master Plan by 2010 and construct planned facilities to serve development under this General Plan.</p> <p>PU-I-17 Establish impact fees and sewer rates adequate to finance required wastewater treatment and disposal facilities upgrades or replacements.</p>	LTS
3.3-4. Implementation of the proposed General Plan will generate additional amounts of solid waste that exceed available disposal capacity.	<p>PU-I-19 Continue to require property owners to provide recycling containers in refuse collection areas that are within buildings or screened so as not to be visible from public streets and residential neighborhoods.</p> <p>PU-I-20 Reduce waste production by using post-consumer recycled paper and other recycled materials in all City operations.</p> <p>PU-I-21 Implement programs to reduce waste at home and in businesses through public education efforts that use many different forms of communication.</p> <p>PU-I-22 Amend local ordinances to further support KWRRA requirements for proper handling and storage of solid waste and recyclables and diversion of solid waste from landfills.</p> <p>PU-I-23 Explore ways to provide financial incentives for recycling by reducing the cost for recycling and increasing the cost for garbage disposal.</p> <p>PU-I-24 Actively promote reuse by supporting existing and future swap meets, flea markets and consignment/second-hand shops and providing information on donation pick-up or drop off locations, as well as other waste reduction programs, on the City website.</p>	LTS
3.3-5. Implementation of the proposed General Plan will place a higher demand on available police and fire protection services and	<p>IU-I-43 Designate land for public uses, to be maintained through capital projects for parks and open spaces, police and fire services, water and sanitary facilities, infrastructure and other City services.</p> <p>SN-I-13 Ensure Fire Department personnel are trained in wildfire prevention, response and evacuation procedures.</p>	LTS

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Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact	Significance after Mitigation
increase the risk from crime and structural fires.	
SN-I-15 Enforce the Uniform Fire Code the approval of construction plans and final occupancy permits.	
SN-I-22 Assess the manpower, facility, and equipment needs of Police and Fire services at least every three years in order to provide all residents with an optimal level of protection.	
SN-I-24 Develop an additional police station with improved access to parts of Lemoore west of SR-41 and parts south of SR-198, when necessary to maintain performance and response standards.	
SN-I-25 Maintain mutual aid agreements with Kings County, Naval Air Station Lemoore, neighboring law enforcement agencies and the California Highway Patrol.	
SN-I-26 Collaborate, and exchange information with other local, state and federal agencies and with utility service providers in activities related to terrorism prevention and response.	
SN-I-27 Maintain Fire Department performance and response standards at Class 3 ISO rating or better, including building and staffing a new fire station in West Lemoore if necessary.	
SN-I-28 Require adequate access for emergency vehicles in all new development, including adequate widths, turning radii, and vertical clearance on new streets.	
SN-I-29 Require sprinklers in buildings exceeding 5,000 square feet and all mixed use development to protect residential uses from non-residential uses, which typically pose a higher fire risk.	
SN-I-30 Maintain mutual aid agreements with Kings County, California Department of Forestry, Naval Air Station Lemoore, and nearby cities for fire and disaster services.	
<i>The policies LU-I-7, LU-I-8 under Impact 3.3-1 and LU-I-43 under Impact 3.3-2 serve to reduce this impact to a level that is less than significant and thus are incorporated here by reference.</i>	

Parks, Recreation and Open Space

3.4-1. Buildout of the General Plan will increase the ratio of PSCF-I-1 Establish a goal of 6 acres of parkland per thousand residents which will be met by: Dedication and LTS

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Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact	Significance after Mitigation
parkland from the existing 5 acres per thousand residents but still fall short of the City's goal of 6 acres per thousand residents.	reservation requirements, consistent with the Quinby Act, for development of landscaped open spaces, parks, trail systems, and/or special community service facilities in new residential developments based on a standard of 5 acres of developed parkland per thousand residents; and A standard of one acre per thousand residents to be met with an impact fee for City-owned and operated parks and special recreation areas that serve all residents.
PSCF-I-3 Require non-residential developers to contribute to the City's parks and open space system based on proportional share of needs generated and use of facilities, in compliance with the State Mitigation Fee Act and other applicable laws.	
PSCF-I-13 Adopt and implement a 10-year Parks and Recreation Master Plan to be reviewed biennially and updated quadrennially.	
PSCF-I-2 Require that at least 75 percent of new residents live within a half mile or less of a public park facility, using the development permit review and approval processes.	BEN
3.4.2. Implementation of the proposed General Plan will increase the percentage of residents living within ½ mile of a community park and ¼ mile of neighborhood or pocket park	PSCF-I-7 Develop a system of consistent, recognizable and pedestrian-scale signage for the parks and trail system throughout the City, including bikeways, pathways and sidewalks that link key community resources (e.g. schools, public facilities, and transit) to the parks and open space network.
<i>The policies PSCF-I-1, PSCF-I-3, and PSCF-I-13 under Impact 3.4-1 also help to increase accessibility are incorporated here by reference.</i>	
3.4.3. Buildout of the General Plan will result in the increase in use of existing parks such that substantial physical deterioration of the facility could occur or be accelerated.	LTS
PSCF-I-4 Develop new parks with high quality facilities, universal accessibility, durability and low maintenance in mind. Existing parks will be improved, if feasible and economically justified, to reduce maintenance cost and water use, as well as improve park safety and aesthetics.	
PSCF-I-10 Improve the 19th Avenue Park and other existing parks that are not fully developed with features such as landscaping, trails, children's play areas, and a hedge or wall where the park adjoins the freeway.	
<i>The policies PSCF-I-1, PSCF-I-3, and PSCF-I-13 under Impact 3.4-1 serve to reduce this impact to a level that is less than</i>	

3.5-2. Implementation of the proposed Lemoore General Plan could have a substantial adverse effect on riparian habitat identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. **LTS**

The policies summarized under Impact 3.5-1 serve to reduce this impact to a level that is less than significant and thus are incorporated here by reference.

3.5-3. Development under the proposed General Plan could have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. **LTS**

The policies summarized under Impact 3.5-1 serve to reduce this impact to a level that is less than significant and thus are incorporated here by reference.

Hydrology and Water Quality

3.6-1. Implementation of the proposed General Plan could indirectly contribute to violations of water quality standards. **LTS**

PU-1-2 Provide and maintain a system of water supply distribution facilities capable of meeting existing and future daily and peak demands, including fire flow requirements, in a timely and cost effective manner.

PU-1-3 Monitor the demands on the water system and, as necessary, manage development to mitigate impacts and/or facilitate improvements to the water supply and distribution systems.

COS-I-16 Develop programs to monitor the quality of local groundwater and runoff that discharges directly into

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Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
waterways to prevent pollution, in conjunction with federal, State, local agencies, and the private sector.		
COS-I-17	Protect groundwater recharge areas by carefully regulating the type of development within and adjacent to these areas.	
COS-I-21	Require developers to construct and maintain permanent water control facilities (storm water basins or retention ponds) for new development in the Westside and other areas deemed necessary by the City Engineer, to control storm water and protect areas from flooding. Facilities shall incorporate the following: A fenced "low-flow" area to contain potential contaminants; Regularly-tilled top soil to maintain good percolation; When feasible, storm drainage facilities to channel water into the re-created wetlands which currently lack sufficient water to survive; and Other design features consistent with the Regional Water Quality Control Board's Best Management Practices.	
COS-I-23	Continue to prohibit septic tanks and drain fields to prevent pollution of subsurface water resources.	
COS-I-45	Utilize more plants and trees in public area landscaping, focusing on those that are documented as more efficient pollutant absorbers.	
PU-I-7	Require all major new development projects with more than 200,000 square feet of floor area overall to have a water management plan. Large projects will be required to submit planting plans, irrigation plans, schedules, and water use estimates for City approval prior to issuance of building permits. Industrial projects will be required to submit plans for water recycling. They will also be required to submit irrigation plans for proposed landscaping	LTS
COS-I-24	Control use of potential water contaminants through inventorying hazardous materials used in City operations, listing possible changes that can be made, educating City employees, and designing and implementing a re-placement/reduction program.	
Policies COS-I-25 under Impact 3.5-1 and COS-I-16 under Impact 3.6-1 serve to reduce this impact to a level that is less than significant and thus are incorporated here by reference.		

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
3.6-3. Implementation of the proposed General Plan would result in storm drainage systems being inadequate to accommodate 100-year flood flows.	COS-I-18	Update, monitor and implement the City's Storm Drainage Master Plan.
	COS-I-19	Establish and implement a storm drainage fee in conjunction with the recreation impact fee to acquire and develop combined pond basin/park sites and/or other drainage facilities to mitigate growth impacts.
	COS-I-20	Require temporary on-site storm drainage basins in subdivisions and other development proposals, if needed, until storm drainage plans for that area are completed and formal connections are implemented. Design should take into consideration the properties of soils on the site.
	COS-I-22	Require on-site storm drainage to drain away from the streets in areas with no curbs and gutters.
	SN-I-8	Require all new development within a flood zone to comply with the City's Flood Damage Prevention Ordinance.
SN-I-9	Identify and remedy deficiencies in the existing storm drainage infrastructure in partnership with regional and federal agencies.	
LU-I-6	Create, maintain, or upgrade Lemoore's public and private infrastructure to support future land use and planned development under the General Plan.	
LU-I-7	Require new development to pay its fair share of the costs of public infrastructure, services and transportation facilities, in accordance with State law.	
LU-I-8	Allow development only when adequate public facilities and infrastructure are available or planned in conjunction with use, consistent with the traffic level of service (LOS) standards and other standards for public facilities and services established in this Plan.	
CD-I-59	Require new development to reduce storm water run-off, control water pollution, and promote water recharge through sustainable hydrological design. Measures should include, but are not limited to, the following: Reducing imperviousness by limiting building footprint, using permeable paving or landscaping to break up expanses of impervious surfaces; Using canopy trees or shrubs to absorb rainwater and slow	LTS

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Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
values, or alterations to drainage systems that could cause potential flood hazards.	water flow; Removing curbs and gutters from streets and parking areas, where appropriate, to allow storm water sheet flow into vegetated areas; Incorporating drainage design into the infrastructure, including roof down-spouts, retention cells, or infiltration trenches, to filter and direct storm water into vegetated areas or water collection devices; and Requiring the installation of sub-surface water retention facilities (for large development) to capture rainwater for use in landscape irrigation and non-potable uses.	
<i>The policies summarized under Impact 3.6-3 serve to reduce this impact to a level that is less than significant and thus are incorporated here by reference.</i>		
3.6-5. Implementation of the proposed General Plan would result in reduced rates of groundwater recharge due to the increased amount of impervious surfaces.	<p>PU-I-4 Continue to support the Laguna Irrigation District's ground water recharging (water banking) efforts, in consultation with the State Department of Water Resources and county water management authorities.</p> <p>CD-I-32 Promote the innovative treatment of parking areas in order to reduce their negative environmental impact and avoid the appearance of a "sea of asphalt". Strategies include but are not limited to: Establish specific standards for shading and plant large trees throughout the parking area as well as along streets, sidewalks, and pathways; Separate pedestrian pathways from car lanes where possible; and Use porous paving and a variety of drainage features according to the site.</p>	LTS
3.6-6. Implementation of the proposed General Plan would result in development within the 100-year flood zone.	<p>SN-I-10 Require new development to prepare hydrologic studies and implement appropriate mitigation measures to minimize surface water runoff and reduce the risk of flooding.</p> <p>SN-I-11 Require developers to provide for the ongoing maintenance of detention basins.</p> <p><i>The policies SN-I-8 and SN-I-9 listed under Impact 3.6-3 serve to reduce this impact to a level that is less than significant and thus are incorporated here by reference.</i></p>	LTS
3.8-1. New development under the proposed General Plan would cause exterior traffic noise	SN-I-31 Enact a Noise Control Ordinance with specific noise measurement standards, required noise insulation standards for new residential development exposed to aircraft noise and other noise sources, and	LTS

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
<p>exposure in the "Conditionally Acceptable" (between 60 dB and 70 dB) or "Normally Unacceptable" (between 70 dB and 75 dB) ranges; or cause interior noise levels in habitable rooms in multi-family dwellings to exceed 45 dB due to traffic noise.</p>	SN-I-32	enforcement procedures.
	SN-I-33	Use the community noise compatibility standards, shown in Table 3.8-4 as review criteria for new land uses.
	SN-I-34	Consider an increase of five or more dBA to be "significant" if the resulting noise level would exceed that described as "normally acceptable" in Table 3.8-4.
	SN-I-35	Apply performance-based noise standards within zoning classifications likely to encompass sensitive land uses.
	SN-I-36	Require that all new residential development achieve noise level reductions to meet the land use compatibility standards through acoustical design and construction of the building elements: Residential building designs must be based upon a minimum interior design noise level reduction of 40 dB in all habitable areas (i.e., garages, storage areas, etc. are excepted). The 40 dB criteria must provide a minimum constructed noise level reduction of 35 dB; and Residential building designs must also be based upon a minimum design noise level reduction of 45 dB in all bedrooms. The 45 dB criteria must provide a minimum constructed noise level reduction of 40 dB.
SN-I-37	<p>Establish standards for the basic elements of noise reduction design for new dwellings exposed to DNL above 65 dB (anticipated for areas west of SR-41), including the following: All facades must be constructed with substantial weight and insulation; Sound-rated windows providing noise reduction performance similar to that of the facade must be included for habitable rooms; Sound-rated doors or storm doors providing noise reduction performance similar to that of the facade must be included for all exterior entries; Acoustic baffling of vents is required for chimneys, fans and gable ends; Installation of a mechanical ventilation system affording comfort under closed-window conditions is required; and To meet the highest noise level reduction requirements it will likely be necessary to use double-stud construction, double doors, and heavy roofs with ceilings of two layers of gypsum board on resilient channels.</p> <p>Prohibit construction materials and methods that do not provide enough noise insulation to ensure compliance with compatibility standards, including: Pre-manufactured housing and mobile homes built with framing less than 2 x 4 inches; Facades using aluminum, vinyl or other exterior siding weighing less</p>	

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Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact	Significance after Mitigation
<p>than 5 psf facade construction without insulation; Flat roofs without an interstitial cavity space or with a space less than 10 inches (i.e., no monolithic T&G roof/ceiling systems); Jalousie or other lightweight or poor-sealing window systems; and Packaged terminal air-conditioning (PTAC) units (i.e., through-the-wall air-conditioning).</p>	
<p>SN-I-38</p> <p>Require that all residential building designs for sites where the CNEI will exceed 65dBA include supporting information for City review and approval demonstrating that an acoustical design providing the necessary noise level reduction has been prepared by a Board Certified Acoustical Engineer for each dwelling unit prior to construction. Elements of this acoustical review process shall include: A letter by a Board Certified Engineer approving the acoustical design of each dwelling unit (or group of units, if identical), submitted to the Lemoore Building Department with building permit applications. This letter must be received and approved prior to the issuance of a building permit. Following construction, a letter by the Board Certified Engineer showing noise level reduction test results for a minimum of two habitable areas within each dwelling unit (or group of units, if identical), submitted to the Lemoore Building Department for review and approval prior to the issuance of an occupancy permit.</p>	
<p>SN-I-39</p> <p>Develop uniform guidelines for acoustical studies based on current professional standards in the Noise Control Ordinance.</p>	
<p>SN-I-40</p> <p>Require developers to mitigate the noise impacts of new development on adjacent properties as a condition of permit approval through appropriate means, including, but not limited to: Screen and control noise sources, such as parking and loading facilities, outdoor activities, and mechanical equipment; Increase setbacks for noise sources from adjacent dwellings; Retain fences, walls, and landscaping that serve as noise buffers; Use soundproofing materials and double-glazed windows; Use open space, building orientation and design, landscaping and running water to mask sounds; Control hours of operation, including deliveries and trash pickup, to minimize noise impacts; and As a last resort, construct noise walls along highways and arterials when compatible with aesthetic concerns and neighborhood character. This would be a developer responsibility.</p>	
<p>SN-I-41</p> <p>Promote the use of noise attenuation measures to improve the acoustic environment inside residences</p>	

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
where existing single-family residential development is located on an arterial street.		
SN-I-42	Establish criteria for evaluating applications from residents for exceptions to residential noise level requirements for the operation of standby electrical equipment used to meet medical needs.	LTS
3.8-2. Implementation of the proposed General Plan would potentially expose existing noise-sensitive uses to construction-related noise consisting of groundborne vibration and ambient noise.	SN-I-43	
	SN-I-44	
	SN-I-45	
	Require new noise sources to use best available control technology (BACT) to minimize noise emissions.	
	Require noise from permanent mechanical equipment to be reduced by sound-proofing materials and sound-deadening installation.	
	Minimize vehicular and stationary noise sources and noise emanating from temporary activities, such as those arising from construction work.	
<i>The policies summarized under Impact 3.8-1 serve to reduce this impact and thus are incorporated here by reference.</i>		

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Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Seismic and Geological Impacts		Proposed General Plan Policies that Reduce the Impact	Significance after Mitigation
3.9-1. Implementation of the proposed General Plan has the potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death resulting from ground shaking, seismic related ground failure, landslides or liquefaction.	SN-I-1	Review proposed development sites at the earliest stage of the planning process to locate any potential geologic or seismic hazard.	LTS
	SN-I-2	Maintain and enforce appropriate building standards and codes to avoid or reduce risks associated with geologic constraints and to ensure that all new construction is designed to meet current safety regulations.	
	SN-I-3	Facilitate stricter safety provisions for important or critical-use structures (such as hospitals, schools, fire, police, and public assembly facilities) substations and utilities) through input during site selection and a comprehensive geotechnical investigation.	
	SN-I-4	Require mitigation for structural alterations on load-bearing and un-reinforced masonry buildings to ensure structural safety.	
	SN-I-5	Require utilities be designed to withstand probable seismic forces to be encountered in Lemoore.	
3.9-2. Implementation of the proposed Lemoore General Plan has the potential to result in substantial soil erosion or the loss of topsoil.	SN-I-7	Establish location standards and inspection requirements for above-ground storage tanks to minimize potential risks to life and property.	
	COS-I-5	Adopt soil conservation measures to reduce erosion caused by landscaping, construction of new roadways and paths, building construction, and off-road vehicles.	LTS
	COS-I-6	Require erosion and sedimentation plans for new development activities, including: The location and description of existing soil features and characteristics; The location and description of proposed changes to the site; and A schedule for the installation of control measures for each phase of development.	
3.9-3. Implementation of the proposed Lemoore General Plan has the potential to create structural damage from placing	SN-I-6	Control erosion of graded areas with vegetation or other acceptable methods.	
	<i>The policies summarized under Impact 3.9-1 serve to reduce this impact to a level that is less than significant and thus are incorporated here by reference.</i>		LTS

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Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
development on a potentially unstable geologic unit or soil.		
3.9.4. Implementation of the proposed Lemoore General Plan may have the potential to create risk to life or property by placing development on expansive soils.	The policies summarized under Impact 3.9-1 serve to reduce this impact to a level that is less than significant and thus are incorporated here by reference.	LTS
Hazardous Materials and Waste		
3.10-1. Implementation of the proposed General Plan would increase the probability of hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials or create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials to the environment.		LTS
COS-I-24	Control use of potential water contaminants through inventorying hazardous materials used in City operations, listing possible changes that can be made, educating City employees, and designing and implementing a re-placement/reduction program.	
COS-I-25	Reduce the use of pesticides, insecticides, herbicides, or other toxic chemicals by households and farmers by providing education and incentives for Integrated Pest Management (IPM) practices.	
SN-I-18	Prohibit locating of businesses or expansion of businesses meeting federal Emergency Planning and Community Right-to-Know Act (EPCRA) reporting requirements within a quarter mile of schools, hospitals, and residential neighborhoods.	
SN-I-19	Require remediation and cleanup of sites contaminated with hazardous substances.	
SN-I-20	Coordinate enforcement of the Hazardous Material Disclosure Program with the Kings County Health Department to identify facilities producing, utilizing, or storing hazardous wastes.	
SN-I-21	Promote the reduction, recycling and safe disposal of household and business hazardous wastes through public education and awareness.	
Policies SN-I-22 and SN-I-30 listed under Impact 3.3-5 serve to reduce this impact to a less than significant level and thus are incorporated here by reference.		

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Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
3.10-2. Facilities developed under the proposed General Plan could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	The policy SN-I-18 listed under Impact 3.10-1 serve to reduce this impact to a less than significant level and thus is incorporated here by reference.	LTS
3.10-3. New development under the proposed General Plan could be located on a site which is included on a list of hazardous materials sites compiled pursuant to government code section 65962.5 and, as a result, could create a significant hazard to the public or the environment.	The policies summarized under Impact 3.10-1 serve to reduce this impact to a level that is less than significant and thus are incorporated here by reference.	LTS
3.10-4. Buildout of the proposed General Plan could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	The policies summarized under Impact 3.10-1 serve to reduce this impact to a level that is less than significant and thus are incorporated here by reference.	LTS
3.10-5. Implementation of the proposed General Plan could increase the likelihood of people or structures being exposed to wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	<p>SN-I-14 Continue the City's Weed Abatement Program administered by the Volunteer Fire Department to reduce fire hazards before the fire season.</p> <p>SN-I-16 Utilize existing or new public awareness programs through the Volunteer Fire Department to highlight the dangers of open burning and how home owners can protect their properties from wildfires.</p> <p>SN-I-17 Update news media and City residents on current wildfire threat levels during drought periods.</p> <p>SN-I-27 Maintain Fire Department performance and response standards at Class 3 ISO rating or better, including</p>	LTS

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
<p>building and staffing a new fire station in West Lemoore if necessary.</p> <p>SN-I-28 Require adequate access for emergency vehicles in all new development, including adequate widths, turning radii, and vertical clearance on new streets.</p> <p><i>Additionally, policies SN-I-13 and SN-I-15 listed under Impact 3.3-5 serve to reduce this impact to a less than significant level and thus are incorporated here by reference.</i></p>		

Cultural Resources

3.1-I-1. New development under the proposed General Plan has the potential to adversely affect historic resources that appear on National or State historical or archaeological inventories or may be eligible for inclusion on such lists.	LU-I-31	Promote the rehabilitation of historic structures in the Downtown in order to preserve the historic identity of the City for future generations.	LTS
	COS-I-32	Establish an inventory of historical buildings in Lemoore, including schools, churches, commercial buildings, public buildings, and residential buildings.	
	COS-I-33	Require that new development analyze and avoid potential impacts to archaeological, paleontological, and historic resources by: Requiring a records review for development proposed in areas that are considered archaeologically or paleontologically sensitive; Determining the potential effects of development and construction on archeological or paleontological resources (as required by CEQA); Requiring pre-construction surveys and monitoring during any ground disturbance for all development in areas of historical and archaeological sensitivity; and Implementing appropriate measures to avoid the identified impacts, as conditions of project approval.	
	COS-I-35	Provide technical assistance with the registration of historic sites, buildings, and structures in the National Register of Historic Places, and inclusion in the California Inventory of Historic Resources.	
	COS-I-36	Adopt a Landmarks and Historic Preservation District Overlay Zone or Ordinance to preserve all City, State, and federally-designated historic sites and structures to the maximum extent feasible.	
	COS-I-37	Establish an interim design review process for proposed demolitions and exterior alterations and additions to non-residential buildings that are more than 75 years old. The Planning Commission will be the review	

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Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact	Significance after Mitigation
<p>authority, with their decisions subject to appeal to the City Council. Criteria to be considered in approving or conditionally approving the proposed change will include: For proposed alterations and additions: The project design is compatible with Secretary of the Interior Standards for the Treatment of Historic Properties and with the Downtown Revitalization Plan; and For proposed demolitions: The applicant has demonstrated that the existing use can not generate a reasonable rate of return; the existing building constitutes a hazard to public safety and is economically infeasible to rehabilitate, the design quality of the replacement building will be superior to the existing building and will be compatible with adjacent buildings and the character of Downtown Lemoore, or the proposed demolition or removal is necessary to allow a project that will have public benefits outweighing the public benefits of retaining the existing building.</p>	
<p>CD-I-3</p> <p>Work with the Lemoore Canal and Irrigation Company and other canal companies to retain open canals and restore the Lemoore Canal to its natural appearance, and study the possibility of providing a bicycle trail along the canal.</p>	
<p>CD-I-4</p> <p>Maintain scenic vistas to the Coalinga Mountains, other natural features, and landmark buildings.</p>	
<p>CD-I-24</p> <p>Require site and building design be consistent with Downtown's historic character. Design: All new and renovated buildings must follow the traditional design patterns found along D Street, with large window openings on the lower floor for retail, and regularly spaced windows in upper floors. Massing: Buildings must follow the rhythm of bays found in the district, each spaced approximately 20 to 30 feet apart. Setbacks: Buildings must be built to the property line to create a uniform edge and a continued pedestrian path. They may include recessed entry doors. Access: All new buildings must be orientated to face primary streets and be accessible by a pedestrian entry. Access for loading and unloading may be via the rear of the building only. Corners: Vertical volumes and changes in height to break up long facades are encouraged at corners. Corner buildings may be provided with special architectural features, including but not limited to: Larger towers, gables, and turrets, a rounded or angled facet, pilasters, overhangs, a corner entrance, corner arcades, or street furniture. Landscaping: Visible setbacks must be paved or landscaped, and parking lot landscaping will require canopy shade trees.</p>	

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
3.11-2. New development within the Planning Area has the potential to disrupt undiscovered archaeological resources and human remains.	<i>The policies summarized under Impact 3.11-1 serve to reduce this impact to a level that is less than significant and thus are incorporated here by reference.</i>	LTS
3.11-3. Implementation of the proposed General Plan could adversely affect unidentified paleontological resources.	COS-I-33 Require that new development analyze and avoid potential impacts to archaeological, paleontological, and historic resources by: Requiring a records review for development proposed in areas that are considered archaeologically or paleontologically sensitive; Determining the potential effects of development and construction on archaeological and paleontological resources (as required by CEQA); Requiring pre-construction surveys and monitoring during any ground disturbance for all development in areas of historical and archaeological sensitivity; and Implementing appropriate measures to avoid the identified impacts, as conditions of project approval.	LTS
3.12-1. Implementation of the proposed General Plan has the potential to adversely affect scenic views of peripheral agricultural lands, grasslands, and wetlands as seen from public viewing areas from inside Lemoore.	LU-I-3 Require contiguous development within the Sphere of Influence (SOI) unless it can be demonstrated that land which is contiguous to urban development is unavaliabale or development is economically infeasible. LU-I-4 Work with the County on a Memorandum of Understanding (MOU) in which the County will commit to: Retaining agriculture and open space areas around the City, consistent with the General Plan; and Notifying the City of development applications within the "secondary" SOI adjacent to the City's Planning Area for	LTS

Additionally, policies summarized under Impact 3.11-1 serve to reduce this impact to a level that is less than significant and thus are incorporated here by reference.

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Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
comment to avoid potential conflicts.		
CD-I-2	Maintain views into the agricultural lands on the rural side of the roadways by not planting within the right-of-way and spacing trees farther apart.	
CD-I-4	Maintain scenic vistas to the Coalinga Mountains, other natural features, and landmark buildings.	
COS-I-1	Protect lands designated for Agricultural/Rural/Conservation uses with appropriate zoning consistent with the General Plan.	
LU-I-11	Ensure that the scale, operation, location, and other characteristics of community facilities, including parks, schools, child care facilities, religious institutions, other public and quasi-public facilities, enhance the character and quality of neighborhoods.	LTS
LU-I-12	Require new residential development adjacent to established neighborhoods to provide a transition zone where the scale, architectural character, pedestrian circulation and vehicular access routes of both new and old neighborhoods are well integrated.	
CD-I-14	Continue the City's utility undergrounding program to replace existing wooden utility poles and overhead lines with underground utility lines along major thoroughfares, and require undergrounding of utilities in all new development.	
CD-I-34	Require design of buildings in neighborhood centers to be consistent with Lemoore's small town character. Style: Buildings must adopt a style that is non-intrusive in character, i.e. they must conform to the surrounding neighborhood and Lemoore's small town character. Inappropriate architecture will not be allowed. Color: Exterior color and materials must be compatible with those of existing buildings. Proposed external materials must be high quality and durable. Color schemes will be evaluated on a case by case basis during site plan approval. Height: The height of buildings must not differ by more than one story from adjacent buildings. The rhythm of window openings or architectural elements must be consistent across each block. Landscape: At least 15 percent of the site must be planted with trees, shrubs, or groundcover.	

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact	Significance after Mitigation
<p>CD-1-42 Require landscaped buffers and screening along the perimeter of industrial areas abutting residential areas, major streets, and edge of town.</p>	
<p>CD-1-44 Ensure that new residential development enhances Lemoore's neighborhood character and connectivity by establishing the following standards in the subdivision ordinance: Maximum block length: 500 feet, except for blocks with single-family residential uses that may be up to 600 feet long (750 feet with a mid-block pedestrian connection); Required connectivity: All new streets and alleys must connect to other streets and alleys to form a continuous vehicular and pedestrian network. Local, internal streets should be narrow and designed with traffic calming features to control speed. Cul-de-sacs: Limit use of cul-de-sacs to no more than ten percent of the length of all streets in a subdivision map, where constrained by surrounding land attributes. Loop-outs: Encourage use of loop-out streets rather than cul-de-sacs.</p>	
<p>COS-1-32 Establish an inventory of historical buildings in Lemoore, including schools, churches, commercial buildings and public buildings, and residential buildings.</p>	
<p>COS-1-37 Establish an interim design review process for proposed demolitions and exterior alterations and additions to non-residential buildings that are more than 75 years old. The Planning Commission would be the review authority, with their decisions subject to appeal to the City Council. Criteria to be considered in approving or conditionally approving the proposed change will include: For proposed alterations and additions: The project design is compatible with Secretary of the Interior Standards for the Treatment of Historic Properties and with the Downtown Revitalization Plan; and For proposed demolitions: The applicant has demonstrated that the existing use can not generate a reasonable rate of return; the existing building constitutes a hazard to public safety and is economically infeasible to rehabilitate; the design quality of the replacement building will be superior to the existing building and will be compatible with adjacent buildings and the character of Downtown Lemoore, or the proposed demolition or removal is necessary to allow a project that will have public benefits outweighing the public benefits of retaining the existing building.</p>	

Additionally, the policy CD-1-11 listed under Impact 3.5-1 will help reduce the impact and is thus incorporated here by

Executive Summary

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
3.12-3. Implementation of the proposed General Plan will create new sources of light or glare and affect the night sky.	CD-I-63	reference.
	CD-I-64	reference.
	CD-I-65	reference.
	CD-I-66	reference.
3.12-4. Implementation of the proposed General Plan will change the existing visual quality of Lemmoore's edges and entryways.	CD-I-1	reference.

LTS

Establish Outdoor Lighting Standards in the Zoning Ordinance where: All outdoor lighting fixtures shall be designed, shielded, aimed, located and maintained to shield adjacent properties and to not produce glare; New street lighting shall be provided in accordance with the requirements of the California Energy Commission's Outdoor Lighting Standards and follow recommendations put forth by the Illuminating Engineering Society of North America (IESNA) Design of Roadway Lighting (RP-8); All outdoor lighting fixtures shall be energy-efficient. Parking lot light fixtures and light fixture on buildings shall be full cut-off fixtures and all permanently installed exterior lighting shall be controlled by either a photocell or an astronomical time switch; Lighting design in parking lots, commercial and industrial areas shall be coordinated with the landscape plan to ensure that vegetation growth will not interfere with the intended illumination; Light levels in all new development, parking lots, and street lights to not exceed industry and State standards; and, Lighting along the urban-rural edge should be designed to provide one-half the light standard for urban areas.

Create and adopt a Dark Sky Ordinance to minimize glare, light trespass, excessive lighting and other forms of light pollution to preserve the enjoyment of the night sky and night environment.

Do not allow continuous all night outdoor lighting in sport stadiums, construction sites, and rural areas unless they are required for security reasons.

Educate the public about light trespass and light pollution and establish a voluntary program to encourage existing sources of light pollution to convert to non-polluting, energy efficient lighting systems.

LTS

Establish an open country character for new development facing the countryside along Marsh Drive, the Lemmoore Canal, and portions north of West Glendale Avenue, Belle Haven Drive, Industry Way, Idaho Avenue, Jackson Avenue, and other areas generally illustrated by figures 3-1, 3-2, and 3-3 of the General Plan, to demarcate the urban edge. This will be accomplished by: Enforcing a 50 foot minimum setback requirement on new development along these roads; Creating a 30 foot wide landscaped buffer within the public right-of-way or landscape easement; Planting multiple layers of trees closely for visual

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact	Significance after Mitigation
<p>impermeability, and using drought resistant indigenous trees where appropriate; Providing only minimal street lighting at a rate that is 50 percent of comparable City standard; Prohibiting the use of solid walls along these edges (all fences must be visually permeable); and Ensuring the scale and character of development does not overwhelm the surroundings by stepping down building heights at the edges.</p>	
<p>CD-1-3</p> <p>Work with the Lemoore Canal and Irrigation Company and other canal companies to retain open canals and restore the Lemoore Canal to its natural appearance, and study the possibility of providing a bicycle trail along the canal.</p>	
<p>CD-1-5</p> <p>Create entry gateways at the intersection of SR-198 and Houston Avenue, the SR-41 off ramp at Bush Street, the intersection of SR-41 and Hanford Armona Road, along SR-41 south of Idaho Avenue, and the proposed off-ramp at SR-198 near Marsh Drive with distinctive features, as follows: Intersection of SR-198 and Houston Avenue: This entry is located at an area where the two roads merged to form a triangulated piece of land where commercial uses are existing. Placing vehicle-oriented street lights with welcoming signs attached on each side will accentuate both the City gateway and the development nearby. Lush trees planted closely on each side of the street will provide another transitional element as one enters from the rural area where the roads are marked with fewer trees. SR-41 off ramp at Bush Street: Regional retail planned around this area will attract traffic from SR-41 to the City. The exit will be clearly marked with regular highway signage at least half a mile in advance of the off-ramp (indicating major resources to be found at this exit), and additional local signage will be placed on Bush Street to direct vehicles to City attractions, such as Downtown and City Hall. Intersection of SR-41 and Hanford Armona Road: Low density residential developments are planned around this intersection. Existing gas line station should be camouflaged with heavy landscaping on chain link fence area. Densely landscaped trees both sides of the street and a welcoming sign will announce the entry into the City. SR-41 south of Idaho Avenue: Industrial development is proposed at this gateway. Improvements to the Lemoore Midget Raceway will be needed if it remains. Landscaping and signage will announce entry to the City. SR-198 near Marsh Drive: Regional retail is proposed at the northeastern corner to take advantage of the area's high visibility. A welcoming sign, consistent with Caltrans standards, will be placed in the right-of-way or on the Marsh Drive turn-out. A landscaped greenway at the northern edge of SR-198 will create an attractive buffer as well as</p>	

Executive Summary

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
CD-I-15	Establish design standards and architectural guidelines for non-residential development facing SR-41 and SR-198. Design guidelines should address the following: Building facades, roofing, and facade materials, and colors; Use of focal elements (such as articulated rooflines or towers) to serve as visual landmarks; Screening of truck loading and refuse collection areas; and Commercial or retail signs and logos.	accommodate storm detention needs. Rural edge treatment will also be provided at the western side of Marsh Drive.
CD-I-16	Require "street friendly" designs in new and transitioning commercial developments along SR-41.	
CD-I-17	Work with Caltrans to identify needed improvements to its highway facilities. Improvements include: Creating a green buffer along parts of SR-198 and SR-41 adjoining residential land; Improving connections to local streets through improvements to off-ramps, through-streets, traffic signs and signals; Improving the safety and aesthetics of fencing structures on bridges; Establishing aesthetic standards for the design and color of concrete highway dividers and walls; and Establishing standards for streetscape improvements, including tree planting along highways, and adding landscaping, artwork, or stamped concrete for future medians.	
CD-I-21	Design streetscape and landscape elements to enhance the sense of arrival from SR-198 towards Houston Avenue and East D Street.	
CD-I-22	Work with property owners, law enforcement officials, and the public in removing abandoned equipment, trailers, and other items that litter open space east of SR-41 along Idaho Avenue, Bush Street, and 19 ½ Ave.	
<i>Policies LU-I-4, CD-I-2 in Impact 3.12-1, and CD-I-42 in Impact 3.12-2 will also help ensure this impact remains less than significant and is included by reference.</i>		
3.13-1. Development under the proposed General Plan will result in a substantial increase in total	C-I-23 Provide incentives for City employees to commute by transit, car-pool or use alternative fuel technology vehicles.	NSD

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact	Significance after Mitigation	3.13-2. Development under the proposed General Plan will result in a substantial increase in the total amount of electricity energy consumed by residential and non-residential users in Lemoore.
C-1-24 Offer alternative work hours and telecommuting when appropriate to City employees to reduce VMT and trips to work.		
C-1-25 Purchase hybrid gasoline-electric, bio-diesel fuel or electric vehicles for the City fleet.		
C-1-26 Ensure that new development is designed to make public transit a viable choice for residents. Options include: Locate medium-high density development whenever feasible near streets served by public transit, and link neighborhoods to bus stops by continuous sidewalks or pedestrian paths.		
COG-1-48 Educate employees and department managers about sustainability with a focus on specific operational changes that can be made to reduce greenhouse gas emissions, such as fuel efficient driving and reducing energy use at work.		
CD-1-58 Require new development to incorporate passive heating and natural lighting strategies to the extent feasible and practical. These strategies should include, but are not limited to, the following: Using building orientation, mass and form, including facade, roof, and choice of building materials, color, type of glazing, and insulation to minimize heat loss during winter months and heat gain during the summer months; Designing building openings to regulate internal climate and maximize natural lighting while keeping glare to a minimum; and Reducing heat-island effect of large concrete roofs and parking surfaces.	NSD	
CD-1-60 Incorporate green building standards into the Zoning Ordinance and building code to ensure a high level of energy efficiency in new development, retrofitting projects, and City facilities. These standards should include, but are not limited to, the following: Require the use of Energy Star® appliances and equipment in new and substantial renovations of residential development, commercial development, and City facilities; Require all new development incorporate green building methods to qualify for the equivalent of LEED Certified "Silver" rating or better (passive solar orientation must be a minimum component); Require all new residential development to be pre-wired for optional photovoltaic energy systems and/or solar water heating on south facing roofs; and Require all new projects that will use more than 40,000 kilowatt hours per year of electricity to install photovoltaic energy systems.		

Executive Summary

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
CD-I-61	Adopt a Green Building Design Ordinance.	
CD-I-62	Facilitate environmentally sensitive construction practices by: Restricting use of chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs) and halons in mechanical equipment and building materials; Promoting use of products that are durable and allow efficient end-of-life disposal (recyclable); Requiring subdivision applications on sites greater than five acres to submit a construction waste management plan for City approval; Promoting the purchase of locally or regionally available materials; and Promoting the use of cost-effective design and construction strategies that reduce resource and environmental impacts.	
CD-I-63	Establish Outdoor Lighting Standards in the Zoning Ordinance where: All outdoor lighting fixtures shall be designed, shielded, aimed, located and maintained to shield adjacent properties and to not produce glare; New street lighting shall be provided in accordance with the requirements of the California Energy Commission's Outdoor Lighting Standards and follow recommendations put forth by the Illuminating Engineering Society of North America (IESNA) Design of Roadway Lighting (RP-8); All outdoor lighting fixtures shall be energy-efficient. Parking lot light fixtures and light fixtures on buildings shall be full cut-off fixtures and all permanently installed exterior lighting shall be controlled by either a photocell or an astronomical time switch; Lighting design in parking lots, commercial and industrial areas shall be coordinated with the landscape plan to ensure that vegetation growth will not interfere with the intended illumination; Light levels in all new development, parking lots, and street lights to not exceed industry and state standards; and Lighting along the urban-rural edge should be designed to provide one-half the light standard for urban areas.	
CD-I-65	Do not allow continuous all night outdoor lighting in sports stadiums, construction sites, and rural areas unless they are required for security reasons.	
COS-I-38	Compile and update an inventory of greenhouse gas emissions from City operations and track related solid waste, energy, economic, and environmental data.	
COS-I-39	Support State efforts to reduce greenhouse gases and emissions through local action that will reduce motor vehicle use, support alternative forms of transportation, require energy conservation in new construction,	

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Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact	Significance after Mitigation
<p>COS-I-40 Prepare a Greenhouse Gas Emissions Reduction Plan, focusing on feasible actions the City can take to minimize the adverse impacts of Plan implementation on climate change and air quality. The Plan will include but will not be limited to: An inventory of all known, or reasonably discoverable, sources of greenhouse gases (GHGs) that currently exist in the City and sources that existed in 1990. In determining what is a source of GHG emissions, the City may rely on the definition of "greenhouse gas emissions source" or "source" as defined in section 38505 of the California Global Warming Solutions Act ("AB 32") or its governing regulations. The inventory may include estimates of emissions drawing on available information from state and regional air quality boards, supplemented by information obtained by the City. A projected inventory of the new GHGs that can reasonably be expected to be emitted in the year 2030 due to the City's discretionary land use decisions pursuant to the 2030 General Plan Update, as well as new GHGs emitted by the City's internal government operations. The projected inventories will include estimates, supported by substantial evidence, of future emissions from planned land use and information from state and regional air quality boards and agencies. A target for the reduction of those sources of future emissions reasonably attributable to the City's discretionary land use decisions under the 2030 General Plan and the City's internal government operations, and feasible GHG emission reduction measures whose purpose shall be to meet this reduction target by regulating those sources of GHG emissions reasonably attributable to the City's discretionary land use decisions and the City's internal government operations.</p> <p><i>Policy COS-I-48 listed under Impact 3.13-1 also helps to reduce this impact. No other mitigation is feasible.</i></p>	

Source: Dyett & Rhofa, 2007.

EXHIBIT B

FINDINGS ON PROJECT ALTERNATIVES

EXHIBIT B

FINDINGS ON PROJECT ALTERNATIVES

The EIR identified and analyzed a reasonable range of feasible alternatives to the proposed 2030 General Plan. The alternatives described in the EIR were:

- No Project Alternative
- Alternative A: West Hills Focus
- Alternative B: Corridor and Core Focus

The Council of the City finds that the alternatives identified above to the proposed project would not provide for a reduction of or avoidance of the significant unavoidable environmental effects associated with the adoption of the General Plan and would not achieve the long term planning and growth goals of the City.

The No Project Available is not environmentally superior to the proposed project.

Based on the important environmental goals of reducing agricultural land conversion, protecting habitats and wildlife corridors, and reducing the production of greenhouse gases and criteria and toxic air pollutants, Alternative B appears to be the environmentally superior alternative. Though the No Project Alternative converts slightly fewer acres of agricultural land for urban uses and thus protects biological and water resources better than the other buildout alternatives, the existing General Plan does not provide adequate policies to control the quantity, type or direction of future growth, nor does it explicitly promote "no net loss" of habitat. Furthermore, Alternative B proposes fewer jobs and less population growth than all but the No Project Alternative, both of which should result in fewer vehicles, fewer vehicle miles traveled, lower electricity use and resulting greenhouse gas emissions than Alternative A or the proposed General Plan.

However, there are tradeoffs associated with Alternative B. The development potential of Alternative B does not meet the City's long term economic development needs, a factor that inspired the creation of the Business, Technology, and Industrial Reserve Area for the proposed General Plan. Fewer jobs in Alternative B also means that this alternative is less likely to achieve efficiencies that are possible with a better jobs-housing balance, wherein people may live and work in the same city, or closer to their jobs.

EXHIBIT C

**STATEMENTS OF FINDINGS OF UNAVOIDABLE
SIGNIFICANT ADVERSE ENVIRONMENTAL EFFECTS
WHICH ARE MITIGATED TO THE EXTENT FEASIBLE
THROUGH THE MEASURES IDENTIFIED BELOW BUT
CANNOT BE ELIMINATED OR SUBSTANTIALLY LESSENE
TO A LEVEL OF LESS THAN SIGNIFICANT**

Executive Summary

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
Land Use and Agriculture		
3.1-1. Buildout of the proposed General Plan would convert substantial amounts of farmland of Statewide Importance to non-agricultural use.	LU-1-1	Establish an Urban Growth Boundary (UGB) in the General Plan Land Use Diagram that limits the extent of urban development up to the year 2030.
	LU-1-2	Seek LAFCO approval of a Sphere of Influence (SOI) line that is co-terminus with the General Plan Urban Growth Boundary.
	LU-1-3	Require contiguous development within the Sphere of Influence (SOI) unless it can be demonstrated that land which is contiguous to urban development is unavailable or development is economically infeasible.
	CD-1-1	Establish an open country character for new development facing the countryside along Marsh Drive, the Lemoore Canal, and portions north of West Glendale Avenue, Belle Haven Drive, Industry Way, Idaho Avenue, Jackson Avenue and other areas generally illustrated in figures 3-1, 3-2 and 3-3 of the General Plan, to demarcate the urban edge. This will be accomplished by: Enforcing a 50 foot minimum setback requirement on new development along these roads; Creating a 30 foot wide landscaped buffer within the public right-of-way or landscape easement; Planting multiple layers of trees closely for visual impermeability, and using drought resistant indigenous trees where appropriate; Providing only minimal street lighting, at a rate that is 50 percent of comparable City standard; Prohibiting the use of solid walls along these edges (all fences must be visually permeable); and Ensuring the scale and character of development does not overwhelm the surroundings by stepping down building heights at the edges.
	PU-1-10	Require that developers of agricultural land to be annexed to the City offer the water rights associated with this land to the City.
	COS-1-1	Protect lands designated for Agricultural/Rural/ Conservation uses with appropriate zoning consistent with the General Plan.
	COS-1-2	Identify a secure funding mechanism for the purchase of conservation easements to support farmland preservation and a green space buffer on County land surrounding the Lemoore Planning Area, with particular emphasis on land east of the City.

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2030 Lemoore General Plan: Draft Environmental Impact Report

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
COS-I-3	Work with the County to evaluate the need for and feasibility of creating a County Farmland Trust or Open Space District to negotiate open space transactions, hold easements, pursue local open space and farmland preservation policies.	
COS-I-7	Work with Kings County to preserve State-designated Prime Farmland, retain agricultural use designations and encourage the continuation of farming activities outside the City.	
COS-I-8	Require developers to prepare detailed stormwater run-off analyses and mitigation plans for any new development adjoining existing Prime Farmland, grassland or wetlands.	
COS-I-9	Require developers to inform subsequent buyers of potential continued agricultural production and the lawful use of agricultural chemicals, including pesticides and fertilizers adjacent to the new development site.	
3.1-2. Buildout of the proposed General Plan will conflict with existing zoning for agricultural use and result in the conversion of lands under Williamson Act contract to urban use.	The policies LU-I-1, LU-I-2, LU-I-3, COS-I-1, COS-I-2, COS-I-3, COS-I-7, COS-I-8 and COS-I-9 listed under Impact 3.1-1 serve to reduce this impact and thus are incorporated here by reference.	SU

Executive Summary

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
<i>significant and thus are incorporated here by reference.</i>		
Biological Resources		
3.5-1. Implementation of the Proposed General Plan could result in substantial adverse effects on candidate, sensitive, or special status species, their habitats, or other sensitive vegetation communities.		
COS-I-10	Require protection of sensitive habitat areas and "special status" species in new development in the following order: 1) avoidance, 2) onsite mitigation, and 3) offsite mitigation. Require assessments of biological resources prior to approval of any development within 300 feet of any creeks, sensitive habitat areas, or areas of potential sensitive status species.	SU
COS-I-11	Periodically monitor existing and future stormwater drainage system pre-treatment and flows entering wetlands.	
COS-I-12	Require drainage basin buffers, maintenance of adequate water supply and reduced disturbance of the water table and wetlands systems.	
COS-I-13	Establish a "no net loss" standard for sensitive habitat acreage, including wetlands and vernal pools potentially affected by development.	
COS-I-14	Consult with trustee agencies (California Department of Fish and Game, U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, Environmental Protection Agency, and Regional Water Quality Control Board) during environmental review of individual projects and Plan implementation activities when special status species, sensitive natural communities, or wetlands or vernal pools may be adversely affected.	
COS-I-15	Prohibit the use of invasive plant species, such as Pampas grass, adjacent to wetlands and other sensitive habitat, where such landscaping could adversely impact wildlife habitat.	
COS-I-25	Reduce the use of pesticides, insecticides, herbicides, or other toxic chemical substances by households and farmers by providing education and incentives for Integrated Pest Management (IPM) practices.	
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 locations 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.	

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact		Significance after Mitigation
3.7-1. Implementation of the proposed General Plan would result in a cumulatively considerable net increase of criteria pollutants. Future growth in accordance with the Plan and traffic associated with the Plan would generate emissions exceeding the annual SJVAPCD thresholds for NO _x and ROG.		
C-1-4	Develop a multi-modal transit system map integrating bicycle, public transportation, pedestrian and vehicle linkages within the City to ensure circulation gaps are being met. Safe Routes to School and any necessary related improvements will also be shown on this map, and costs and priorities indicated based on need.	SU
C-1-24	Offer alternative work hours and telecommuting when appropriate to City employees to reduce VMT and trips to work.	
C-1-25	Purchase hybrid gasoline-electric, bio-diesel fuel, or electric vehicles for the City fleet.	
C-1-26	Ensure that new development is designed to make public transit a viable choice for residents. Options include: Locate medium-high density development whenever feasible near streets served by public transit, and link neighborhoods to bus stops by continuous sidewalks or pedestrian paths.	
COS-1-41	Amend the Zoning Ordinance to prohibit locating new "sensitive receptor" uses—hospitals, residential care facilities and child care facilities—within 500 feet of a freeway, urban roads carrying 100,000 vehicles per day, or rural roads carrying 50,000 vehicles per day, 1,000 feet of a distribution center (that accommodates more than 100 trucks a day, more than 40 trucks with operating transport refrigeration units (TRUs) a day, or where TRU operation exceeds 300 hours per week), 300 feet of any dry cleaning operation that uses toxic chemicals. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult your local air district. 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons or more per year).	
COS-1-42	Conforming to the SJVAPCD Fugitive Dust Rule, require developers to use best management practices (BMPs) to reduce particulate emission as a condition of approval for subdivision maps, site plans and all grading permits. BMPs include: During clearing, grading, earth-moving or excavation operations, fugitive dust emissions shall be controlled by regular watering, paving of construction roads, or other dust-preventive measures; All materials excavated or graded shall be either sufficiently watered or covered by canvas or plastic sheeting to prevent excessive amounts of dust; All materials transported off-site shall be either sufficiently watered or covered by canvas or plastic sheeting to prevent excessive amounts of dust; All motorized vehicles shall have their tires watered before exiting a construction site; The area disturbed by demolition, clearing, grading, earth-moving, or excavation shall be minimized at all times; and All construction-related equipment shall be maintained in good working order to reduce exhaust.	
COS-1-43	Enact a wood-burning ordinance compliant with District Rule 4901 that: Regulates the installation of EPA-	

Table ES-6 Summary of Impacts and Proposed General Policies that Reduce the Impact

Proposed General Plan Policies that Reduce the Impact	Significance after Mitigation
certified wood heaters or approved wood-burning appliances in new developments or replacements; Lists permitted and prohibited fuels; and Describes a "No Burn" policy on days when the air quality is poor.	
COS-I-44 Seek grant funding for a "change-out" program to help homeowners replace old wood-burning fireplaces with EPA-certified wood-burning appliances.	
COS-I-45 Utilize more plants and trees in public area landscaping, focusing on those that are documented as more efficient pollutant absorbers.	
COS-I-46 Establish a Clean Air Awards Program to acknowledge outstanding effort and to educate the public about the linkages between land use, transportation and air quality.	
COS-I-47 Coordinate air quality planning efforts and CEQA review of discretionary projects with potential for causing adverse air quality impacts with other local, regional and State agencies.	
COS-I-48 Educate employees and department managers about sustainability with a focus on specific operational changes that can be made to reduce greenhouse gas emissions, such as fuel efficient driving and reducing energy use at work.	
<i>Additionally, the policy C-I-3 listed under Impact 3.2-4 and policies C-I-24, C-I-28 listed under Impact 3.2-5 serve to reduce this impact and thus are incorporated here by reference.</i>	
<i>The policies summarized under Impact 3.7-1 serve to reduce this impact and thus are incorporated here by reference. No additional mitigation is deemed feasible, thus Impact 3.7-2 remains significant and unavoidable.</i>	SU
3.7.2. Implementation of the proposed General Plan would expose sensitive receptors to substantial pollutant concentrations.	
3.8-3 Implementation of the proposed General Plan would expose about 7,000 persons to noise in excess of 65 dB ("conditionally acceptable" or "normally unacceptable") generated by aircraft originating from or destined for the Lemoore Naval Air Station facility.	
LU-I-4	SU
Work with the County on a Memorandum of Understanding (MOU) in which the County will commit to: Retaining agriculture and open space areas around the City, consistent with the General Plan; and Notifying the City of development applications within the "secondary" SOI adjacent to the City's Planning Area for comment to avoid potential conflicts.	
SN-I-46	
Require a noise study and mitigation measures for all new projects that have aircraft noise exposure greater than "normally acceptable" levels. Mitigation measures may include noise insulation, noise disclosure, buyer beware programs, or aviation easements, as shown in Table 3.8-6.	
SN-I-47	
Coordinate with NAS Lemoore to incorporate their Air Installation Compatible Use Zone (AICUZ) study into future updates to the City Zoning Ordinance and General Plan to the extent consistent with the City's compatibility standards and noise level reduction requirements.	
SN-I-48	
Minimize noise impacts of NAS Lemoore flight operations on noise-sensitive development.	
<i>The policies summarized under Impact 3.8-1 serve to reduce this impact and thus are incorporated here by reference.</i>	

EXHIBIT D

STATEMENT OF OVERRIDING CONSIDERATIONS

EXHIBIT D

STATEMENT OF OVERRIDING CONSIDERATIONS

The Environmental Impact Report (EIR) identifies that the proposed Project may result in the generation of significant adverse effects as specified in Exhibit "C" to the Resolution. The Council hereby determines that the benefits of the Project analyzed and discussed in the EIR outweigh the unavoidable effects and risks.

The four (4) significant and unavoidable impacts on the projects as determined by the City are listed below. Also, findings and facts supporting the findings in connection therewith are listed. The following areas were discussed in the Final EIR:

A. Land Use and Agriculture

1. Impact 3.1-1: Buildout of the proposed 2030 General Plan will result in the conversion of substantial amounts of Farmland of Statewide Importance to non-agricultural use.

Mitigation Measures:

- Policy LU-I-1: Establish an Urban Growth Boundary (UGB) in the General Plan Land Use Diagram that limits the extent of urban development up to the year 2030.
- Policy LU-I-2: Seek LAFCO approval of a Sphere of Influence (SOI) line that is co-terminus with the General Plan Urban Growth Boundary.
- Policy LU-I-3: Require contiguous development within the Sphere of Influence (SOI) unless it can be demonstrated that land which is contiguous to urban development is unavailable or development is economically infeasible.
- Policy CD-I-1: Establish an open country character for new development facing the countryside along Marsh Drive, the Lemoore Canal, and portions north of West Glendale Avenue, Belle Haven Drive, Industry Way, Idaho Avenue, Jackson Avenue and other areas generally illustrated in figures 3-1, 3-2 and 3-3 of the General Plan, to demarcate the urban edge. This will be accomplished by: Enforcing a 50

foot minimum setback requirement on new development along these roads; Creating a 30 foot wide landscaped buffer within the public right-of-way or landscape easement; Planting multiple layers of trees closely for visual impermeability, and using drought resistant indigenous trees where appropriate; Providing only minimal street lighting, at a rate that is 50 percent of comparable City standard; Prohibiting the use of solid walls along the edges (all fences must be visually permeable); and Ensuring the scale and character of development does not overwhelm the surroundings by stepping down building heights at the edges.

- Policy PU-I-10: Require that developers of agricultural land to be annexed to the City offer the water rights associated with this land to the City.
- Policy COS-I-1: Protect lands designated for Agricultural/Rural/Conservation uses with appropriate zoning consistent with the General Plan.
- Policy COS-I-2: Identify a secure funding mechanism for the purchase of conservation easements to support farmland preservation and a green space buffer on County land surrounding the Lemoore Planning Area, with particular emphasis on land east of the City.
- Policy COS-I-3: Work with the County to elevate the need for and feasibility of creating a County Farmland Trust or Open Space District to negotiate open space transactions, hold easements, pursue local open space and farmland preservation policies.
- Policy COS-I-7: Work with Kings County to preserve State-designated Prime Farmland, retain agricultural use designations and

encourage the continuation of farming activities outside the City.

Policy COS-I-8: Require developments to prepare detailed stormwater run-off analyses and mitigation plans for any new development adjoining existing Prime Farmland, grassland or wetlands.

Policy COS-I-9: Require developers to inform subsequent buyers of potential continued agricultural production and the lawful use of agricultural chemicals, including pesticides and fertilizers adjacent to the new development site.

Findings:

Based upon the EIR and the entire record before the City, the City finds that there are no feasible mitigation measures identified which will reduce or avoid the conversion of these farmlands to urban uses.

2. Impact 3.1-2:

Buildout of the 2030 General Plan will conflict with existing zoning for agricultural use and result in the conversion of lands under Williamson Act contract to urban use.

Mitigation Measures:

The policies LU-I-1, LU-I-2, LU-I-3, COS-I-1, COS-I-2, COS-I-3, COS-I-7, COS-I-8 and COS-I-9 listed under Impact 3.1-1 serve to reduce this impact and thus are incorporated here by reference, but these will not reduce the impact to a level less than significant.

Findings:

Based upon the EIR and the entire record before the City, the City finds that there are no feasible mitigation measures identified which will reduce or avoid the conversion of some Williamson Act contracted lands to urban uses.

B. Biological Resources

1. Impact 3.5-1:

Implementation of the proposed 2030 General Plan could result in substantial adverse effects on candidate, sensitive, or special status species, their habitats, or other sensitive vegetation communities.

Mitigation Measures:

Policy COS-I-10: Require protection of sensitive habitat areas and "special status" species in

new development in the following order: 1) avoidance; 2) onsite mitigation, and 3) offsite mitigation. Require assessments of biological resources prior to approval of any development within 300 feet of any creeks, sensitive habitat areas, or areas of potential sensitive status species.

- Policy COS-I-11: Periodically monitor existing and future stormwater drainage system pre-treatment and flows entering wetlands.
- Policy COS-I-12: Require drainage basin buffers, maintenance of adequate water supply and reduced disturbance of the water table and wetlands systems.
- Policy COS-I-13: Establish a "no net loss" standard for sensitive habitat acreage, including wetlands and vernal pools potentially affected by development.
- Policy COS-I-14: Consult with trustee agencies (California Department of Fish and Game, U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, Environmental Protection Agency, and Regional Water Quality Control Board) during environmental review of individual projects and Plan implementation activities when special status species, sensitive natural communities, or wetlands or vernal pools may be adversely affected.
- Policy COS-I-15: Prohibit the use of invasive plant species, such as Pampas grass, adjacent to wetlands and other sensitive habitat, where such landscaping could adversely impact wildlife habitat.

Policy COS-I-25: Reduce the use of pesticides, insecticides, herbicides, or other toxic chemical substances by households and farmers by providing education and incentives for Integrated Pest Management (IPM) practices.

Policy 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 locations 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.

Findings:

There are no feasible mitigation measures which have been identified that would reduce the impacts to a level that is less than significant. However, there are numerous policies in the proposed 2030 General Plan that would mitigate the impact, as listed above.

C. Air Quality

1. Impact 3.7-1:

Implementation of the 2030 General Plan will result in a cumulatively considerable net increase of criteria pollutants. Future growth in accordance with the Plan and traffic associated with the Plan would generate emissions exceeding the annual SJVAPCD thresholds for NO_x and ROG.

Mitigation Measures:

Policy C-I-4: Develop a multi-modal transit system map integrating bicycle, public transportation, pedestrian and vehicle linkages within the City to ensure circulation gaps are being met. Safe Routes to School and any necessary related improvements will also be shown on this map, and costs and

priorities indicated based on need.

- Policy C-I-24: Offer alternative work hours and telecommuting when appropriate to City employees to reduce VMT and trips to work.
- Policy C-I-25: Purchase hybrid gasoline-electric, bio-diesel fuel, or electric vehicles for the City fleet.
- Policy C-I-26: Ensure that new development is designed to make public transit a viable choice for residents. Options include: Locate medium-high density development whenever feasible near streets served by public transit; and Link neighborhoods to bus stops by continuous sidewalks or pedestrian paths.
- Policy COS-I-41: Amend the Zoning Ordinance to prohibit locating new "sensitive receptor" uses -- hospitals, residential care facilities and child care facilities -- within: 500 feet of a freeway, urban roads carrying 100,000 vehicles per day, or rural roads carrying 50,000 vehicles per day. 1,000 feet of a distribution center (that accommodates more than 100 trucks a day, more than 40 trucks with operating transport refrigeration units (TRUs) a day, or where TRU operation exceeds 300 hours per week). 300 feet of any dry cleaning operation that uses toxic chemicals. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult your local air district. 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons or more per year).

- Policy COS-I-42: Conforming to the SJVAPCD Fugitive Dust Rule, require developers to use best management practices (BMPs) to reduce particulate emission as a condition of approval for subdivision maps, site plans and all grading permits. BMPs include: During clearing, grading, earth-moving or excavation roads, or other dust-preventive measures; All materials excavated or graded shall be either sufficiently watered or covered by canvas or plastic sheeting to prevent excessive amounts of dust; All materials transported off-site shall be either sufficiently watered or covered by canvas or plastic sheeting to prevent excessive amounts of dust; All motorized vehicles shall have their tires watered before exiting a construction site; The area disturbed by demolition, clearing, grading, earth-moving, or excavation shall be minimized at all times; and All construction-related equipment shall be maintained in good working order to reduce exhaust.
- Policy COS-I-43: Enact a wood-burning ordinance complaint with District Rule 4901 that: Regulates the installation of EPA-certified wood heaters or approved wood-burning appliances in new developments or replacements; Lists permitted and prohibited fuels; and Describes a "No Burn" policy on days when the air quality is poor.
- Policy COS-I-44: Seek grant funding for a "change-out" program to help homeowners replace old wood-burning fireplaces with EPA-certified wood-burning appliances.
- Policy COS-I-45: Utilize more plants and trees in public area landscaping, focusing on those that are documented as more efficient

pollutant absorbers.

Policy COS-I-46: Establish a Clean Air Awards Program to acknowledge outstanding effort and to educate the public about the linkages between land use, transportation and air quality.

Policy COS-I-47: Coordinate air quality planning efforts and CEQA review of discretionary projects with potential for causing adverse air quality impacts with other local, regional and State agencies.

Policy COS-I-48: Educate employees and department managers about sustainability with a focus on specific operational changes that can be made to reduce greenhouse gas emissions, such as fuel efficient driving and reducing energy use at work.

Additionally, the policy C-I-3 listed under Impact 3.2-4 and policies C-I-24, C-I-28 listed under Impact 3.2-5 serve to reduce this impact and thus are incorporated here by reference.

Findings:

There are no feasible mitigation measures which have been identified that would reduce the impacts to a level that is less than significant. However, there are numerous policies in the proposed 2030 General Plan that would mitigate the impact, as listed above.

2. Impact 3.7-2:

Implementation of the 2030 General Plan would expose sensitive receptors to substantial pollutant concentrations.

Mitigation Measures:

The policies summarized under Impact 3.7-1 serve to reduce this impact and thus are incorporated here by reference. No additional mitigation is deemed feasible, thus Impact 3.7-2 remains significant and unavoidable.

Findings:

Based upon the EIR and the entire record before this City, the City finds that there are no feasible mitigation measures that have been identified that would reduce the impacts of the listed emissions to a level that is less than significant.

D. Noise

1. Impact 3.8-3:

Implementation of the 2030 General Plan would expose about 7,000 persons to noise in excess of 65 dB ("conditionally acceptable" or "normally unacceptable") generated by aircraft originating from or destined for the Lemoore Naval Air Station facility.

Mitigation Measures:

Policy LU-I-4: Work with the County in a Memorandum of Understanding (MOU) in which the County will commit to: Retaining agriculture and open space areas around the City, consistent with the General Plan; and Notifying the City of development applications within the "secondary" SOI adjacent to the City's Planning Area for comment to avoid potential conflicts.

Policy SN-I-46: Require a noise study and mitigation measures for all new projects that have aircraft noise exposure greater than "normally acceptable" levels. Mitigation measures may include noise insulation, noise disclosure, buyer beware programs, or aviation easements, as shown in Table 3.8-6.

Policy SN-I-47: Coordinate with NAS Lemoore to incorporate their Air Installation Compatible Use Zone (AICUZ) study into future updates to the City Zoning Ordinance and General Plan to the extent consistent with the City's compatibility standards and noise level reduction requirements.

Policy SN-I-48: Minimize noise impacts of NAS Lemoore flight operations on noise-sensitive development.

The policies summarized under Impact 3.8-1 serve to reduce this impact and thus are incorporated here by reference.

Findings:

There are no feasible mitigation measures which have been identified that would reduce the noise impacts to less than significant. However, there are numerous mitigation measures that will significantly reduce the impacts.

Statement of Overriding Considerations

CEQA requires a public agency to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. CEQA requires the City Council to state in writing specific reasons for approving a project in a "statement of overriding considerations" if the EIR identifies significant impacts of the Project that cannot feasibly be mitigated to below a level of significance. Pursuant to California Public Resources Code section 21081 and CEQA Guidelines section 15093, the City Council adopts and makes the following Statement of Overriding Considerations regarding the remaining significant and unavoidable impacts of the Project, as discussed above, and the anticipated benefits of the Project.

The City finds and determines that the majority of the potentially significant impacts of the Project will be reduced to less-than-significant levels by the mitigation measures recommended in the EIR. However, as set forth above, the City's approval of the Project as proposed will result in significant adverse environmental noise, loss of farmland, increase air pollutants, and will impact sensitive animal and plant species that cannot be avoided even with the incorporation of all feasible mitigation measures into the Project, and there are no feasible Project alternatives which would mitigate to a level of significance or avoid the significant environmental impacts.

In light of the environmental, social, economic, and other considerations set forth below related to this Project, the City chooses to approve the Project, because in its view, the economic, social, and other benefits resulting from the Project will render the significant effects acceptable.

The following statement identifies the reasons why, in the City's judgment, the benefits of the Project outweigh the significant and unavoidable effects. The substantial evidence supporting the enumerated benefits of the Project can be found in the preceding Findings, which are herein incorporated by reference, in the Project itself, and in the record of proceedings. Each of the overriding considerations set forth below constitutes a separate and independent ground for finding that the benefits of the Project outweigh its significant adverse environmental effects and is an overriding consideration warranting approval.

1. The Project allows the City to plan for growth in an orderly manner to meet future land needs based on projected population and job growth.
2. The Project allows the City to meet the City's job/housing balance objective, the need for additional housing in the community, and State Law requirements for Lemoore's allocation of regional housing needs.

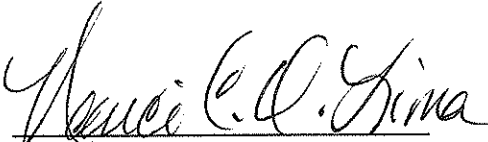
3. The Project promotes economic development of the community, maintains and improves the quality of life in the community, preserves and enhances environmental resources, and conserves the natural and built environment.
4. The Project integrates economic development into the General Plan and underscores the City's goals for fiscal health, a strong regional center, a vibrant Downtown, and retail strength.
5. The Project protects and enhances community assets, including well planned communities with distinctive character, a strong sense of community, a diverse population, high quality building design, convenient shopping, broad choice in employment and entertainment, a family atmosphere with excellent recreational activities, and job opportunities close to where people live.
6. The Project provides for the positive direction for the future physical development of the City, such as supporting mixed use development, transit supporting land uses and economic revitalization or underutilized sites to create more economic vitality in these commercial corridors.
7. The Project serves a critical need to protect wetlands and other significant environmental resources.
8. The Project promotes a well-integrated and coordinated transit network and safe and convenient pedestrian and bicycle circulation.
9. The Project results in the preservation and enhancement of the "green belt" open area surrounding NAS Lemoore, and provides housing necessary for the continued and increased use by the personnel of NAS Lemoore.
10. The Project provides for the future construction of all needed public utilities and thus is also an important component of an effective disaster response and planning for the City.
11. The Project serves a critical need to allow the City to 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.

CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss.
CITY OF LEMOORE)

I, Nanci C. O. Lima, City Clerk of the City of Lemoore, do hereby certify the foregoing Resolution of the City Council of the City of Lemoore was duly passed and adopted at a Regular Meeting held on the 6th day of May, 2008.

DATED: May 7, 2008



Nanci C. O. Lima
City Clerk

RESOLUTION NO. 2009-15
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEMOORE
AMENDING RESOLUTION #2006-28 IN REGARDS TO CONDITION OF APPROVAL #5
FOR VESTING TENTATIVE SUBDIVISION MAP NO.2005-02/
PLANNED UNIT DEVELOPMENT NO.2005-01/ CONDITIONAL USE PERMIT NO.2005-01 /
SITE PLAN REVIEW 2005-01 FOR COUNTY TRACT NO. 845 – VICTORY VILLAGE
BY TIM PALMQUIST OF TWA COMMUNITIES

At a Regular Meeting of the City Council of the City of Lemoore duly called and held on April 7, 2009, at 7:30 p.m. on said day, it was moved by Council Member PLOURDE, seconded by Council Member SIEGEL and carried that the following Resolution be adopted:

WHEREAS, Tim Palmquist of TWA Communities submitted a March 23, 2009 revised request to be able to satisfy Condition #5 of City Council Resolution 2006-28 by either being allowed to use the individual plot plan review process with Planning Commission approval or defer the condition so that it would be satisfied prior to the issuance of any permits; and

WHEREAS, condition #5 states that "floor plans and an overall plot plan shall be submitted to the Community Development Department for Planning Commission to review at a public hearing for their approval and City Council's concurrence prior to a Final Map being recorded for any phase of development. The front yard setbacks should vary to encourage variety in the line of sight visible to the public, and such setbacks shall be delineated on the overall plot plan. Due to noise concerns as well as visual appearances, the rear yard setbacks for properties that back onto arterial and collector streets or the railroad shall have a 20' minimum rear yard setback and be delineated on the overall plot plan. Additionally, the maximum lot coverage and minimum percentage of landscape respectively shall be as follows; in low-medium density residential 40%/25%, in medium density residential 50%/20%, and in high density residential 60%/15% and reflected in the overall and individual plot plans."

WHEREAS, the Planning Commission held a duly noticed public hearing on March 23, 2009 on the request, took public testimony and unanimously recommended that the City Council modify condition #5 to allow deferral of the project's design review until after the Final Map is recorded but prior to grading permits being pulled; and

WHEREAS, modification to condition #5 requires that the original Resolution 2006-28 be amended and adopted by the City Council; and

WHEREAS, the City Council held a duly noticed public hearing on April 7, 2009, took testimony on the above item.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lemoore does hereby approve the Planning Commission's recommendation to modify condition #5 of City Council Resolution 2006-28 to read as follows and such approval's expiration shall run with the original project approval and any related extension (be it State imposed or locally processed extension):

5. Floor plans and an overall plot plan shall be submitted to the Planning Department for Planning Commission to review at a public hearing for their approval and City Council's concurrence prior to grading permits being pulled for any phase of development. The front yard setbacks should vary to encourage variety in the line of sight visible to the public, and such setbacks shall be delineated on the overall plot plan. Due to noise concerns as well as visual appearances, the rear yard setbacks for properties that back onto arterial and collector streets or the railroad shall have a 20' minimum rear yard setback and be delineated on the overall plot plan. Additionally, the maximum lot coverage and minimum percentage of landscape respectively shall be as follows; in low-medium density residential 40%/25%, in medium density residential 50%/20%, and in high density residential 60%/15% and reflected in the overall and individual plot plans.

"In God We Trust"

Passed and adopted at a Regular Meeting of the City Council of the City of Lemoore held on April 7, 2009 by the following votes:

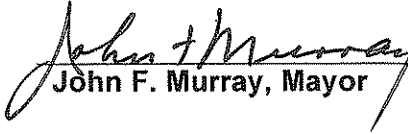
AYES: PLOURDE, SIEGEL, MURRAY

NOES: RODARMEL, HORNSBY

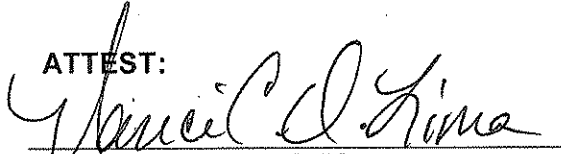
ABSTAINING: NONE

ABSENT: NONE

APPROVED:


John F. Murray, Mayor

ATTEST:

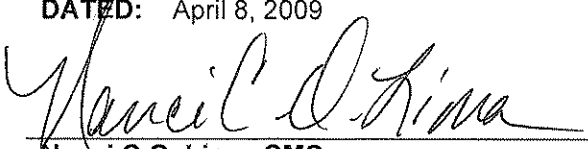

Nanci C.O. Lima, CMC
City Clerk

CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss.
CITY OF LEMOORE)

I, Nanci C.O. Lima, City Clerk of the City of Lemoore, do hereby certify the foregoing Resolution of the City Council of the City of Lemoore was duly passed and adopted at a Regular Meeting of the City Council held on April 7, 2009.

DATED: April 8, 2009



Nanci C.O. Lima, CMC
City Clerk

RESOLUTION #2011-48

A RESOLUTION OF INTENT THE CITY COUNCIL OF THE CITY OF LEMOORE DECLARING ITS INTENTION TO ABANDON THE WESTERLY PORTION OF BUSH STREET WEST OF WEST HILLS COLLEGE AND THE MARSH DRIVE ALIGNMENT

At a Regular Meeting of the City Council of the City of Lemoore duly called and held on December 20, 2011, at 7:30 p.m. on said day, it was moved by Council Member Plourde, seconded by Council Member Murray and carried that the following Resolution be adopted:

WHEREAS, Pharris is the owner of approximately 70 acres of unimproved land (the "Victory Village subdivision") located north and west of West Hills College (the "College"), in the City of Lemoore, California (the "City") containing existing Assessor's Parcel Numbers 023-510-034 and 023-510-036 and designated low-density single family residential (SF).

WHEREAS, Pharris has previously prepared and processed Vesting Tentative Tract Map #845 known as "Victory Village" through the City of Lemoore, which secured entitlements for 279 homes which is valid through August 2013.

WHEREAS, Pharris subsequently prepared all necessary civil plans and documentation to process and record a Final Map (the "Final Map") over a 13.32 +/- acre portion of Victory Village to accommodate 51 SF homes and a neighborhood park directly north of the College, east of the Marsh Drive alignment.

WHEREAS, Pharris intends to retain the portion of Victory Village located in the Final Map area of 13.32 +/- acres and is not part of any abandonment.

WHEREAS, the Department of the Navy ("Navy") is sponsoring a Readiness Environmental Preparedness Initiative (REPI) program, designed to preserve lands adjacent to naval installations, including lands near the Lemoore Naval Air Station ("LNAS"), as permanent open space.

WHEREAS, as part of the REPI program, the LNAS desires a Restrictive Use Easement ("Conservation Easement") over portions of the Victory Village to restrict future development including the abandonment of Bush Street in the middle of the proposed Conservation Easement areas.

WHEREAS, Pharris is negotiating with the Navy to commit the portions of Victory Village not included in the Final Map Area, specifically, 52.88 +/- acres directly west of the college (the "Dedication Parcel"), to the LNAS as part of the Navy's REPI program. This Dedication Parcel will include approximately 228 SF lots that were part of the originally approved Victory Village project (Lots #52 through #279 respectively) and needs to also include the adjacent portion of Bush Street west of the Marsh Drive alignment depicted in the attached Abandonment Exhibit.

WHEREAS, Bush Street was dedicated to the City of Lemoore via Parcel Map 2005-03 Book 18 Page 6 king County Book of Maps.

WHEREAS, if the Conservation Easement is executed, portions of Bush Street would no longer be required to ever be built west of West Hills College.

WHEREAS, the current General Plan designates the proposed abandonment area as an arterial street in the Circulation Element and the adjacent land uses proposed in the Conservation Easement as low-density residential.

WHEREAS, the City staff recommends vacating Bush Street right-of-way and unneeded adjacent public utility easements so long as the Conservation Easement is executed for the Dedication Parcel and a General Plan and Zoning Amendment are processed to remove the segment of Bush Street from the arterial street designation and the land use is changed to agriculture or another non-developable land use and zone designation.

WHEREAS, the City has had an initial discussion of the proposed Bush Street vacation at its Special meeting December 12, 2011 and preliminary finds that the proposed vacations should not be detrimental to the public, health, safety and welfare; and

WHEREAS, no public utility facilities or streets are located in the above listed abandonment areas allowing for the summary vacation of such right-of-way and public utility easement under California Streets and Highways Code Sections 8330-8336 and does not require noticed publication or postings; and

WHEREAS, the needed General Plan Amendment does require a public hearing before Planning Commission and City Council before City Council can consider final abandonment of the area shown on Exhibit A.

NOW THEREFORE, BE IT RESOLVED, the City Council of the City of Lemoore:

1. Initiates the abandonment process for the area shown on the attached "Abandonment Exhibit",
2. Directs the Planning Commission to determine General Plan conformity of the intent to vacate the westerly portion of Bush Street right-of-way and adjacent public utility easements west of the college and Marsh Drive alignment, shown in the attached "Abandonment Exhibit" in accordance with Government Code Section 65402 at their next regular meeting (anticipated to be January 9, 2012)
3. Will consider the Abandonment once they receive the Planning Commission's General Plan conformity determination after a General Plan Amendment is concurrently considered (anticipated to be February 7, 2012).

Passed and adopted at a Regular Meeting of the City Council of the City of Lemoore held on the 20th day of December, 2011, by the following vote:

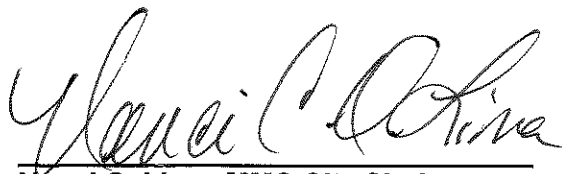
AYES: Plourde, Murray, Gordon, Siegel, Rodarmel

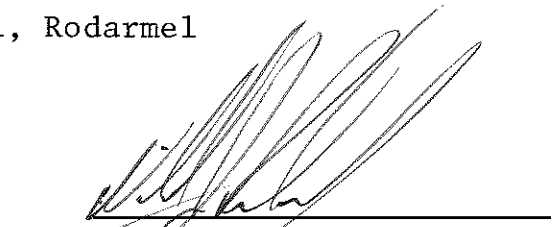
NOES: None

ABSTAINING: None

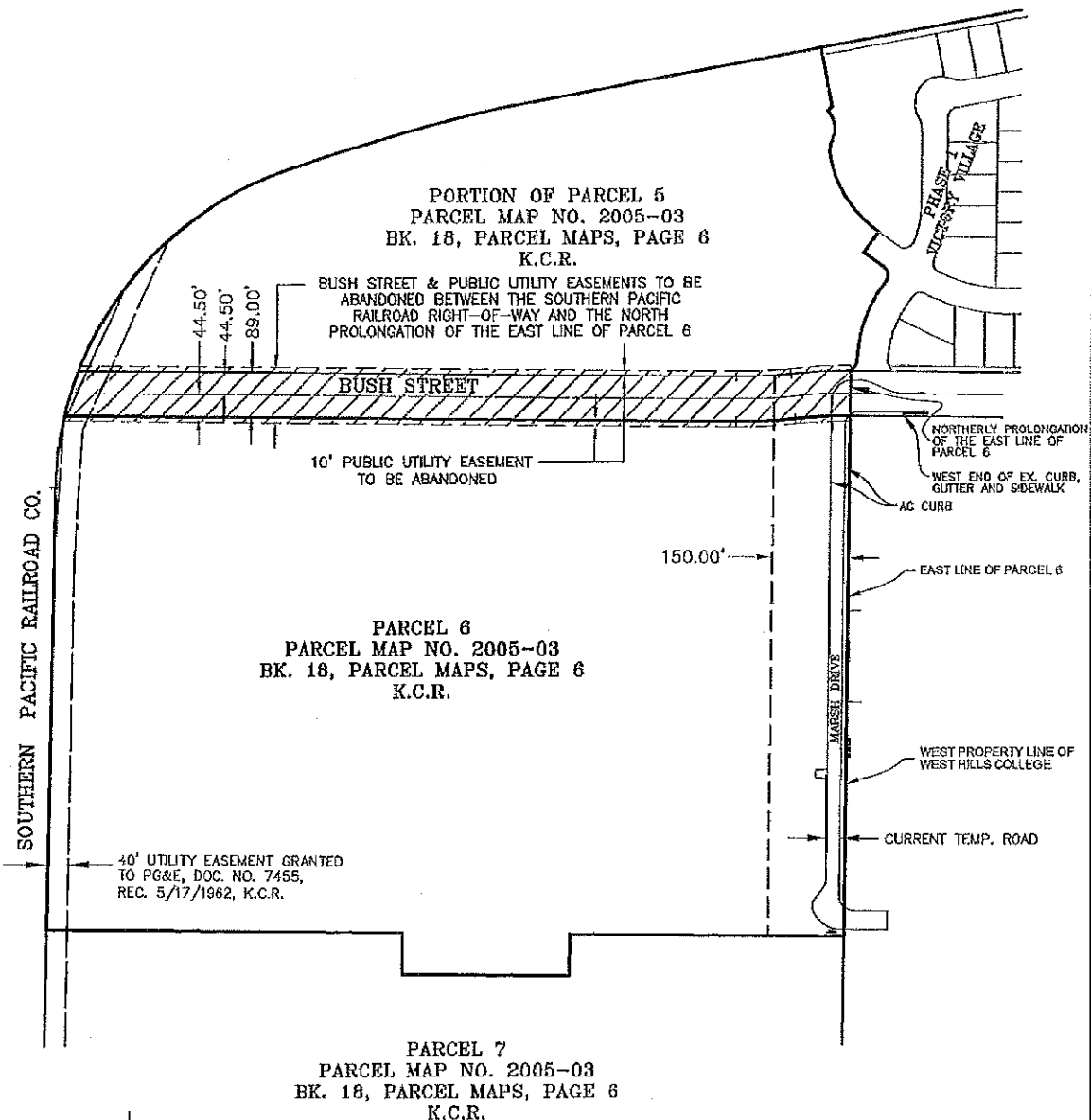
ABSENT: None

APPROVED:


Nanci O. Lima, MMC City Clerk


Willard Rodarmel, Mayor
ATTEST:

ABANDONMENT EXHIBIT



N
 SCALE: 1" = 300'



Harbour & Associates
 Civil Engineers

369 CLOVIS AVENUE # 300 • Clovis, California 93612
 (559) 325-7676 • Fax (559) 325-7699

CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss.
CITY OF LEMOORE)

I, Nanci O Lima, City Clerk of the City of Lemoore, do hereby certify the foregoing Resolution of the City Council of the City of Lemoore was duly passed and adopted at a Regular Meeting of the City Council held on December 20, 2011.

DATED: December 21, 2011


Nanci O. Lima, MMC
City Clerk

RESOLUTION #2013-30

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEMOORE APPROVING GENERAL PLAN AMENDMENT 2013-01

At a Regular Meeting of the City Council of the City of Lemoore duly called and held on December 3, 2013, at 7:30 p.m. on said day, it was moved by Councilmember member Wynne, seconded by Councilmember Gordon and carried that the following Resolution be adopted:

WHEREAS, Pharris, LLC, represented by Tim Palmquist, has submitted applications to: 1) remove the collector street and bikeway status from Bush Street west of Marsh Drive; 2) to change the land use designation from Low Density Residential and Parks & Recreation to Community Facilities; and 3) to change the zoning map from Low Density Residential (RLD) and Parks & Recreation (PR) to Public Services & Community Facilities (CF); and

WHEREAS, an Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA), which disclosed that no significant environmental impacts would result from the project; and

WHEREAS, the Planning Commission of the City of Lemoore, after duly published notice, held a public hearing before said Commission on October 28, 2013, and then recommended approval of the General Plan Amendment and Zone Change; and

WHEREAS, the City Council, after duly published notice, held a public hearing on December 3, 2013;

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Lemoore concurs that no significant environmental impacts would result from the identified project, and certify that the Negative Declaration was prepared consistent with the California Environmental Quality Act (CEQA.)

BE IT FURTHER RESOLVED that the City Council of the City of Lemoore approves General Plan Amendment 2013-01, based on the evidence presented and the following specific findings:

1. The general plan amendment is in the public interest and the General Plan, as amended, will remain internally consistent.
2. The zone change is consistent with the general plan goals, policies, and implementation programs.
3. Given the provisions of the intended conservation agreement between the applicant, the U.S. Navy, and the West Hills Community College District, the Community Facilities land use designation is the appropriate designation for the site.
4. Given the provisions of the intended conservation agreement between the applicant, the U.S. Navy, and the West Hills Community College District, the removal of required collector streets is the appropriate for the site

5. Given the provisions of the intended conservation agreement between the applicant, the U.S. Navy, and the West Hills Community College District, the Public Services & Community Facilities (CF) is the appropriate zone for the site.
6. Retaining the residential designation and zoning on the site would provide a false impression of what will now be the permanent land use disposition of the site, and would overly inflate the statistics of vacant residential land inventory in the city.

PASSED AND ADOPTED at a Regular Meeting of the City Council of the City of Lemoore held on the 3rd day of December, 2013, by the following vote:

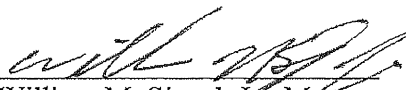
AYES: Gordon, Rodarmel, Siegel, Wynne

NAYS:

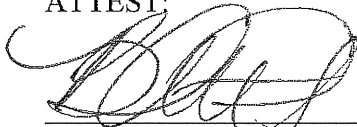
ABSENT: Neal

ABSTAINING:

APPROVED:


William M. Siegel, Jr., Mayor

ATTEST:




Brooke Austin
Chief Deputy City Clerk

CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss.
CITY OF LEMOORE)

I, BROOKE AUSTIN, Chief Deputy City Clerk of the City of Lemoore do hereby certify the foregoing Resolution of the City Council of the City of Lemoore was duly passed and adopted at a Regular meeting of the City Council of the City of Lemoore called and held on 3rd day of December 2013.

Dated: December 4, 2013



BROOKE AUSTIN
Chief Deputy City Clerk

RESOLUTION NO. 2018-18

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEMOORE
APPROVING GENERAL PLAN AMENDMENT NO. 2018-01 TO CHANGE THE
PLANNED WIDTH OF BUSH STREET BETWEEN MARSH DRIVE AND SEMAS
DRIVE FROM SIX LANES TO FOUR LANES**

WHEREAS, the City of Lemoore's General Plan, adopted in 2008, identifies the planned width of Bush Street west of Highway 41 as between four and eight lanes; and

WHEREAS, an Environmental Impact Report (EIR) was certified for the 2008 General Plan, which identified environmental effects of future citywide development under the General Plan, including significant effects, mitigated effects, and insignificant effects; and

WHEREAS, the 2008 General Plan EIR concluded that the build-out of the 2008 General Plan would have a less than significant impact on the local transportation system; and

WHEREAS, Victory/Pharris Development, LLC controls three properties adjacent to the segment of Bush Street west of State Highway 41; and

WHEREAS, Victory/Pharris Development, LLC (agent: Tim Palmquist) has requested that the Lemoore General Plan be amended to change the planned width of Bush Street west of State Highway 41 from the six lanes to four lanes; and

WHEREAS, Table 4.3 in the 2008 General Plan indicates that Bush Street west of Semas Drive, when it was analyzed in 2008, will operate at Level of Service (LOS) C or better with four lanes at the planned build-out, and that Bush Street between Semas Drive and State Highway 41 will operate at LOS C or better with six lanes at the planned build-out; and

WHEREAS, since 2008, land that was identified for residential development in the General Plan has been redesignated as future wetlands, thereby reducing the future traffic demand on Bush Street west of Semas Drive to a level less than what was analyzed in 2008; and

WHEREAS, no land use designation changes are proposed; and

WHEREAS, the Lemoore Planning Commission held a duly noticed public hearing at its April 9, 2018, meeting and recommended approval of the general plan amendment; and

WHEREAS, the Lemoore City Council held a duly noticed public hearing at its May 1, 2018 meeting.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Lemoore makes the following findings regarding California Environmental Quality Act (CEQA) compliance:

1. An environmental impact report (EIR) was prepared and certified when the General Plan was adopted in 2008.

2. Pursuant to Section 15183 of the CEQA Guidelines (14 Cal. Code Regs. §15183), environmental review for this project shall be limited to examination of any significant project-specific environmental effects not analyzed in the 2008 General Plan EIR.
3. There are no project-specific environmental effects peculiar to this project.
4. There are no environmental effects that were not analyzed in the 2008 General Plan EIR.
5. There are no potentially significant off-site impacts and cumulative impacts which were not discussed in the EIR prepared for the 2008 General Plan.
6. No mitigation measures from the 2008 General Plan EIR are relevant or have been made part of the project.
7. The change to four lanes is consistent with the 2008 General Plan because the analysis in the General Plan states that four lanes at general plan build-out would result in a traffic LOS C, which is below the General Plan's threshold of significance for traffic.
8. The project has no effect on the density of development in the 2008 General Plan. General plan amendments approved after 2008 have reduced the density of development in the surrounding area, which will reduce the projected traffic on Bush Street west of Semas Drive.
9. Based on the above findings, CEQA requires no additional environmental review for the proposed General Plan Amendment.

BE IT FURTHER RESOLVED that the City Council of the City of Lemoore hereby approves General Plan Amendment No. 2018-01 to approve a change to Bush Street from six lanes to four lanes only from Marsh Drive to Semas Drive based on the evidence presented and the following specific findings:

1. The general plan amendment is in the public interest, and the General Plan, as amended, will remain internally consistent.
2. Table 4.3 in the General Plan indicates that Bush Street west of Semas Drive will still operate at LOS C or better with four lanes when it was analyzed when the General Plan was updated in 2008.
3. Since 2008, land that was identified for residential development in the General Plan has been redesignated as future wetlands, thereby reducing the future traffic demand on Bush Street west of Semas Drive to even less than what was analyzed in 2008.

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PASSED AND ADOPTED by the City Council of the City of Lemoore at a Regular Meeting held on 1st day of May 2018 by the following vote:

AYES: Chedester, Neal, Brown, Blair, Madrigal

NOES: None

ABSENT: None

ABSTAIN: None

ATTEST:



Mary J. Venegas
City Clerk

APPROVED:



Ray Madrigal
Mayor