

RESOLUTION NO. 2018-19

**A RESOLUTION OF THE CITY OF LEMOORE
APPROVING GENERAL PLAN AMENDMENT 2018-02:
AN AMENDMENT TO REMOVE REQUIREMENTS FOR SIDEWALKS WITH
PARKWAYS FROM THE GENERAL PLAN**

WHEREAS, City staff has proposed a general plan amendment to revise requirements for sidewalks with parkways from the Lemoore General Plan; and

WHEREAS, the current mandate for all residential subdivisions for parkway-style sidewalks provides difficulties in tree-related sidewalk and curb damage, watering of narrow turf strips, and vehicle passenger access, and as such, staff recommends that both General Plan and Municipal Code be revised to allow the City to have the option of incorporating an attached (or “monolithic”) sidewalk into the design of a subdivision; and

WHEREAS, the general plan amendment is covered by the general rule that the California Environmental Quality Act (CEQA) applies only to projects which have the potential for causing a significant effect on the environment. The approval of the general plan amendment does not approve any development project. Rather, the amendment makes minor changes to certain approval processes under the Municipal Code. Future development under the proposed general plan amendment would be subject to CEQA at that time. It can be seen with certainty that there is no possibility that the aforementioned general plan amendment may have a significant effect on the environment; therefore, the activity is not subject to CEQA, and no further review is necessary. [Reference: State CEQA Guidelines sec. 15061(b)(3), General Rule Exemption]; 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.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Lemoore hereby makes the following findings regarding the proposed general plan amendment:

1. The General Plan Amendment is consistent with the General Plan goals, policies, and implementation programs.
2. The General Plan Amendment promotes the health, safety, peace, morals, comfort, and general welfare.
3. The General Plan Amendment is not subject to CEQA based on the general rule provided in State CEQA Guidelines Section 15061(b)(3).


BE IT FURTHER RESOLVED that the City Council of the City of Lemoore hereby approves General Plan Amendment 2018-02 as worded in Exhibit A attached hereto.

/

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, Brown, Blair, Neal, Madrigal
NOES: None
ABSENT: None
ABSTAIN: None

ATTEST:



Mary J. Venegas
City Clerk

APPROVED:



Ray Madrigal
Mayor

Exhibit A

Strikeout text is to be deleted. Underlined text is to be added.

Page 3-36, Policy CD-I-54. Revise policy as follows:

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

- Along Arterial, Parkway, and Collector Streets, street tree planting adjacent to curb between the street and sidewalk (the “parkway strip”) to provide a buffer between the pedestrian and the automobile, as well as in the landscaped buffer between the sidewalk and adjacent buildings/walls, where appropriate.
- Along Local Streets, ~~provide a landscape parkway between the curb and back of walk. Additionally,~~ provide a street tree at the rate of one per single family dwelling unit or 30 feet for other uses. This street tree may be located either within the parkway, behind the sidewalk within the utility easement, or in the front yard setback ~~at the choice of the developer or property owner.~~

Page 4-7: Remove the phrase “landscaped parkway strips” as follows:

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

Page 4-14: Revise the last paragraph as follows:

Table 4.4 establishes the required elements ~~and typical widths~~ for each street classification that serves residential neighborhoods. All street designs are subject to review and approval by the Planning Commission, City Council, Planning Department and Public Works Department. ~~Figure 4-3 showse~~ ~~typical street sections.~~

Page 4-21 to 4-23: Remove all of Figure 4-3.

Page 4-24: Replace Table 4-4 with the following table:

<i>Street Classification</i>	<i>Right-of-Way Width</i>	<i>Curb-to-Curb Width</i>	<i>Travel Lanes</i>	<i>Parking Lanes</i>	<i>Bicycle Lanes</i>	<i>Median Strip</i>	<i>Parkway</i>	<i>Sidewalks</i>
<i>Arterial</i>	84-100 ft.	56-75 ft	4-5	None	Yes	No	Yes	Yes
<i>Parkway</i>	105 ft	69 ft	4	No	Yes	Yes	Yes	Yes
<i>Collector: without on-street parking</i>	74 ft	48 ft	2-3	No	Yes	No	Yes	Yes
<i>Collector: with on-street parking</i>	78 ft	52 ft	2	Yes	Yes	No	Yes	Yes
<i>Downtown Street</i>	80-86 ft	Approx. 60 ft	2	Yes	No	No	No	Yes

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<i>Local Residential Street</i>	58 ft	34 ft	1	Yes	No	No	Per Public Works Stds.	Yes
<i>Cul-de-sac or other dead-end street serving less than 10 homes</i>	56-58 ft	36 ft	2	Yes	No	No	Per Public Works Stds.	Yes
<i>Rural Street</i>	36-50 ft	22-26 ft	2	No	No	No	No	No

Page 6-9, Policy PU-I-9: Revise policy as follows:

Require water bubblers for street trees, separate from surface irrigation used for turf.