

Executive Summary

This Draft Environmental Impact Report (EIR) evaluates the potential impacts of the proposed 2030 Lemoore General Plan.¹ The proposed Plan was developed in response to policy direction provided by the City Council and the Planning Commission as well as community concerns identified through an extensive public participation and outreach program, including newsletters, community workshops and public meetings. The City of Lemoore is the “lead agency” for this EIR, as defined by the California Environmental Quality Act (CEQA). As the lead agency, the City is required to evaluate the potential effects of the Plan in an EIR.

An EIR is intended to inform decision-makers and the general public of the potential significant environmental impacts of a proposed project. The EIR also identifies mitigation measures to minimize significant impacts and evaluates reasonable alternatives to the proposed project that may reduce or avoid one or more significant environmental effects. These alternatives must include a “No Project” alternative that represents the result of not implementing the project and a range of reasonable alternatives to the project, which would feasibly attain most of the basic objectives but would avoid or substantially lessen any of the significant effects of the project.² Based on the alternatives analysis, an environmentally superior alternative is identified.

This EIR is a program EIR that examines the potential effects resulting from implementing designated land uses and policies in the proposed General Plan. The impact assessment evaluates the General Plan as a whole and identifies the broad, regional effects that may occur with its implementation. As a programmatic document, this EIR does not assess site-specific impacts. Any future development project made possible by the General Plan will be subject to individual, site-specific environmental review, as required by State law.

E.1 PROPOSED PROJECT

The proposed General Plan is intended to respond directly to changes experienced in Lemoore since the City last fully updated and adopted a General Plan in 1992. Since then, there has been growth in the City, exceeding the expectations and provisions made in the previous plan. A number of State and federal laws guiding Plan policies have also been updated recently. As such, there is a need to take stock of the existing situation and plan for sustainable development in line with a vision.

The City of Lemoore is situated within the northern portion of Kings County, in the center of the San Joaquin Valley. The City is located in the center of California at the junction of California State Route (SR) 198 and State Route (SR) 41, approximately 170 miles southeast of San Jose and

¹ Throughout this document, the term “proposed 2030 Lemoore General Plan” is used interchangeably with “proposed General Plan,” “proposed Plan” or the “proposed Project.”

² CEQA Guidelines 15126.6(a)

100 miles northwest of Bakersfield. It is the second largest city in the County after the City of Hanford and is located a short drive away from Interstate 5. Yosemite, Sequoia, and Kings Canyon National Parks, as well as the scenic Central Coast, are located within a two-hour drive of the City of Lemoore.

The proposed General Plan includes updates to the following required elements: Land Use, Circulation, Conservation, Open Space, Noise, and Safety. Optional elements in the proposed 2030 Lemoore General Plan include Parks and Recreation, Community Design, and Public Facilities and Services.

Key Initiatives of the Proposed General Plan

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

Promoting compact development. Compact development and strong urban “edges” will protect adjacent agricultural lands and enhance the visual character of the City’s edge.

Integrating neighborhoods and neighborhood centers. A central idea in the proposed General Plan is the concept of neighborhoods. Neighborhoods are the essential building blocks of good cities. Walkable neighborhoods help build small town character by providing residents with convenient access to parks, schools and neighborhood retail and reducing the reliance on cars.

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

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

Providing a range of sites for small businesses as well as large employers. The proposed Plan supports economic development by providing a range of sites for employment generating uses. Land for small businesses are located in neighborhood centers and mixed use centers scattered throughout the city. Large scale employment centers are concentrated in the vicinity of West Hills College and industrial areas south of SR-198.

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

Protecting natural and environmental assets. While allowing growth to occur, the proposed Plan aims to limit its impact on the natural environment. Plan policies are geared towards preserving

environmental resources such as open space, prime farmland, wetlands, special species, water resources, and other elements of value to Lemoore residents. Recognizing the challenge of global warming, the proposed Plan has a special section on green house gases and policies to improve Lemoore's air quality.

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

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

Estimated Buildout of the Proposed General Plan

Full development under the proposed General Plan is referred to as "buildout". Although the proposed General Plan applies a 23-year horizon, the Plan is not intended to specify or anticipate when buildout will actually occur; nor does the designation of a site for a certain use necessarily mean the site will be built within the next 23 years. What the proposed General Plan does is provide adequate land to accommodate anticipated housing and job needs in Lemoore through 2030. This section describes the implications of the proposed General Plan buildout in terms of future population, housing units and jobs. Table ES-1 shows the buildout acreage of the proposed General Plan Land Use Diagram.

Buildout Population

Based on the current development projects and average buildout densities for new residential land uses, the Plan accommodates approximately 8,440 new housing units or 8,020 households.³ This would result in a doubling of Lemoore's existing population from 23,390 to 48,250 at an annual growth rate of 3.1 percent. This population estimate is consistent with the historical average annual growth rate of 3.2 percent from 1980 to 2005. Population increase in Lemoore will be driven primarily by regional economic growth and migration. Table ES-2 provides population and household estimates for Plan buildout.

³ For projected buildout, the number of households is taken as 95 percent of all housing units, assuming 5 percent vacancy.

Table ES-1 Lemoore General Plan Additional Land Use Acreage at Plan Buildout

<i>Land Use</i>	<i>Current Development Projects</i>	<i>Proposed New Land Use Acres within Planning Area</i>	<i>Total New Acres within Planning Area</i>	<i>Percent of Total Buildout within Planning Area</i>	<i>Total New Acres within UGB</i>	<i>Percent of Total Buildout within UGB</i>
Residential	339	1,861	2,200	26.4	2,285	44.5
Agriculture/Rural Residential	-	213	213	2.6	-	0.0
Very Low Density Residential	19	500	518	6.2	569	11.1
Low Density Residential	307	817	1,124	13.5	1,123	21.9
Low-Medium Density Residential	10	258	268	3.2	258	5.0
Medium Density Residential	3	74	77	0.9	335	6.5
High Density Residential	-	-	-	0.0	-	0.0
Mixed Use	-	143	143	1.7	143	2.8
Mixed Use	-	91	91	1.1	91	1.8
Neighborhood Commercial	-	52	52	0.6	52	1.0
Commercial/Office/Industrial	40	1,431	1,471	17.7	1,470	28.6
Commercial	31	132	163	2.0	163	3.2
Professional Office	-	90	90	1.1	90	1.8
Business Park	-	105	105	1.3	105	2.0
Industrial	9	706	715	8.6	714	13.9
Business, Technology and Industrial Reserve*	-	398	398	4.8	398	7.8
Other	119	4,399	4,517	54.2	1,234	24.0
Parks/Recreation	38	163	201	2.4	201	3.9
Public Institutional	79	136	215	2.6	215	4.2
Agriculture	-	3,240	3,240	38.9	1	0.0
Greenway/Basin	1	206	207	2.5	162	3.2
Wetlands	-	655	655	7.9	655	12.8
Total	500	7,830	8,330	100.0	5,133	100.0

* Planning for this area is not likely to be initiated before 2020, at a time when at least 75 percent of the planned development north of SR 198 has occurred.

Source: City of Lemoore, Dyett & Bhatia, 2007.

Residential Development

Approximately 7,470 households currently exist in the Lemoore Planning Area. The General Plan has set aside enough land to accommodate an additional 8,020 households through new development in the northern, southern, and western parts of the city and infill development in existing areas. This buildout will result in a single-family/multi-family split of approximately 83/17 percent. In total, General Plan buildout will result in approximately 15,490 households in Lemoore.

Table ES-2 Population and Households at Plan Buildout

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

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

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

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

Buildout Employment

The existing employment in Lemoore is presented in Table ES-3, and additional private sector employment at buildout is given in Table ES-4. At full buildout, Lemoore will accommodate approximately 16,520 new jobs. This is an increase of about three times the current number at 5,260. The job growth can be achieved at an average annual growth of 6.4 percent over a 23 year period. If the average rate of growth does not reach this figure, then full buildout of non-residential land use will occur after 2030.

Table ES-3 Existing Employment by Sector

<i>Employment Sector</i>	<i>2006</i>
Agriculture	160
Government	110
Industrial	1,220
Office	1,050
Retail	1,230
Education	770
Other	720
Total	5,260

Source: Census 2000, Dyett & Bhatia, 2007.

Table ES-4 Additional Private Sector Employment

<i>Land Use Category</i>	<i>Jobs</i>	<i>Percent of Total</i>
Neighborhood Commercial	823	5
Commercial	2,996	18
Professional Office	1,939	12
Business Park	1,627	10
Industrial	7,031	43
Mixed Use	2,101	13
Total	16,520	100

* Additionally, the area designated as Business, Technology and Industrial Reserve may add up to 3,500 jobs in the long term. Planning for this area is not likely to be initiated before 2020, at a time when at least 75 percent of the planned development north of SR-198 has occurred.

Totals may not add up due to rounding

Source: Dyett & Bhatia, 2007.

E.2 ALTERNATIVES TO THE PROPOSED GENERAL PLAN

The following alternatives are described and evaluated in this EIR:

Alternative A: West Hills Focus

Alternative A supports intensification in West Lemoore by creating a major new focal point around West Hills Community College. In terms of residential land use, Alternative A places a stronger emphasis on low-density, single family homes with approximately 85 percent of all housing units contained in the Plan falling under the very-low and low density category. The combined use of agriculture land with housing is discouraged here, as only one percent of all residential land use fall under the Agriculture/Rural category. A mix of medium density housing and neighborhood supporting commercial uses are centered on new elementary and middle school sites. Owing to the greater number of housing units, Alternative A has more mixed use and neighborhood commercial than the proposed General Plan. These facilities are located in close proximity to serve the residents.

Geographically, Alternative A adopts a “grow west” strategy focusing on development on the west, northwest, and north of the Planning Area. As opposed to the proposed General Plan, no development is proposed east of 17th Avenue. Scattered development can be found along Lemoore Canal and infill is proposed throughout the city. Overall, urban coverage is greater in the alternative than under the proposed General Plan.

A main component in Alternative A is the inclusion of a large City Park located northwest of the Planning Area along Industrial Way. Instead of a large number of scattered park parcels in the case of the proposed General Plan, the alternative has fewer and smaller neighborhood parks. The City Park more than compensates for the fewer neighborhood parks as total park area is 30 percent greater than the proposed General Plan. Additional greenways, trailways and buffer areas are proposed along canals and highway corridors for aesthetic, noise, as well as recreation purposes.

Regional commercial and professional office areas are introduced along highway corridors for maximum accessibility and convenience to businesses while light industry can be found at two areas – around the rail line near the existing Leprino Factory and south of Iona Avenue near SR-41. Both areas are expected to become major employment centers to support job growth in Lemoore during the next 23 years.

Alternative B: Corridor and Core Focus

The development concept underlying Alternative B is an even distribution of new residential development around existing city limits and new commercial along circulation corridors. Based on Sketch plan B, this alternative proposes new growth that is similar in character to recent development in Lemoore. Single-family homes are prioritized here, with low-density residential development consisting of over 70 percent of all housing units. Very-low density residential and low-medium density residential are proposed in small numbers. Although Alternative B has a different residential land use mix, its total number of housing units is similar to the proposed General Plan. As such, the total buildout population is expected to be similar.

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The size and focus of urban growth is likewise similar to the proposed General Plan with an equal distribution of development at the western (centered around West Hills College), the northern (north of Hanford Armona Road but below the northern Planning Boundary) and southeastern (along Lemoore Canal) portion of the Planning Area. Unlike the proposed General Plan, no development is proposed east of 17th Avenue. Infill development can be found throughout the city. Overall, urban land coverage is less than Alternative A but similar to that of the proposed General Plan.

Neighborhood Parks are distributed throughout the city near residential areas so residents can walk or bike to them. The only conceptual difference from the proposed General Plan is the existence of a linear park along the lower half of Lemoore Canal, where only a linear trail is proposed in the proposed General Plan. Open space areas are found in greenways or buffers along highways, wetlands in the western edge of the Planning Area, and preserved in surrounding agriculture and pasture.

Employment generating uses are centered along major circulation corridors for ease of access. The alternative retains the highway commercial designation of the existing General Plan and proposes a major center at the junction of Iona Avenue and SR-198. Unlike the proposed General Plan, no Business Park land use is proposed in this alternative. Consequently, most employment will come from industrial areas located around the rail line near the existing Leprino Factory and south of Iona Avenue near SR-41. Neighborhood commercial has been introduced throughout the city in close proximity to schools and residential neighborhoods. This alternative does not provide sites for mixed-use development.

No Project Alternative

The No Project Alternative represents the continuation of the current City of Lemoore 1992 General Plan land use designations into the future. In the absence of the proposed General Plan, the existing General Plan and Zoning Ordinance would continue to guide development in the Planning Area. There are many differences between the proposed General Plan and the No Project Alternative. As compared to the proposed General Plan, the No Project Alternative:

- Does not implement new policies proposed in the new General Plan,
- Provides no Business Park and no Mixed-use land designation,
- Does not provide neighborhood centers focused on school and park combinations,
- Does not provide circulation improvements required to accommodate population growth,
- Shows a community or city park at the western end of the City near West Hills College, where land should be conserved due to wetlands located there,
- Does not include the 430 acre Business, Industrial and Technology Reserve in the proposed General Plan.

Table ES-5 Buildout and Existing (2006) Conditions: Proposed General Plan and Alternatives

	<u>Households</u>			<u>Population</u>			<u>Jobs</u>		
	<u>Existing</u>	<u>Buildout</u>	<u>Additional</u>	<u>Existing</u>	<u>Buildout</u>	<u>Additional</u>	<u>Existing</u>	<u>Buildout</u>	<u>Additional</u>
Proposed Plan	7,470	15,490	8,020	23,390	48,250	24,860	5,260	21,780	16,520
Alternative A	7,470	15,880	8,410	23,390	49,470	26,080	5,260	18,320	13,060
Alternative B	7,470	15,350	7,880	23,390	47,810	24,420	5,260	18,210	12,950
No Project	7,470	11,370	3,900	23,390	35,480	12,090	5,260	17,280	12,020

Notes: Rounded to nearest tenth. For projected buildout, households equal 95 percent of the total housing units (assuming a 5 percent vacancy rate). Housing unit buildout totals include housing units in projects that have been approved or are under review ("pipeline projects") plus additional units attributable to each alternative.

Source: Dyett & Bhatia, 2007.

E.3 AREAS OF CONTROVERSY

Farmland Conversion

Approximately 2,522 acres of Farmland of Statewide Importance would be converted to urban uses as a result of full buildout of the proposed General Plan. Substantial amounts of Prime Farmland (193 acres) and Farmland of Local Importance (61 acres) would also be converted. All told, over 2,000 of these converted acres are in Williamson Act contracts (agricultural preserves). Though the proposed General Plan provides policies to minimize the extent of growth/sprawl associated with future development, this agricultural land conversion is considered a significant and unavoidable impact.

Traffic Generation

Though there are no significant and unavoidable impacts on roadway Levels of Service related to buildout of the proposed General Plan, it is clear that population and job growth will contribute to traffic generation and congestion, including related air quality degradation (which is significant and unavoidable), increases in traffic noise, and walkability and safety issues associated with increased automobile use. The proposed General Plan provides policies in each of these arenas to mitigate traffic impacts to the greatest extent feasible, but it is likely that some impacts will remain.

NAS Lemoore Land Use Conflicts

Just to the west of the City is the Naval Air Station Lemoore (NAS Lemoore). While military air stations are not subject to the same regulatory constraints and guidelines as civilian airports, the Navy is interested in avoiding land use incompatibility around NAS Lemoore and thus has been involved and cooperative in the process of reporting the noise environment associated with their aircraft operations. Unlike civilian aircraft that tend to get quieter with improvements in technology, military aircraft tend to get louder with improvements. This poses a particular challenge for future development in West Lemoore, as much of that land lies within the 60-74 dB contours of the air station. The future impacts related to NAS Lemoore noise are therefore significant and unavoidable, despite extensive proposed policies for noise mitigation.

Greenhouse Gas Emissions and Global Climate Change

Although there is increasing acceptance of the concept that human activity has an impact on the earth's weather, the extent of the change and the exact contribution from human-caused sources remains in debate. Furthermore, the connection between local land use decisions and global climate change is not well understood and is not reflected in current climate modeling. Nevertheless, there is agreement that certain changes that can occur as a consequence of large-scale land use decisions, such as an increase in vehicle emissions associated with an increase in vehicle trips, may have a cumulative impact on global climate change when combined with emissions throughout California, the nation, and across the globe. This acceleration of global warming, therefore, has the potential to cause a number of ecological changes that would affect Lemoore. Changes may include, but are not limited to: decreased air quality; more severe heat; increased wildfires; shifting vegetation; declining forest productivity; decreased spring snowpack in the mountains; water shortages; a potential reduction in hydropower; a loss of winter recreational opportunities; agricultural damage from heat, pests, pathogens, and weeds; and disruptions in estuarine habitats that protect fresh water supply. To date, the State has not imposed any requirements on local agencies to help achieve GHG emissions reductions, but the proposed General Plan provides a number of new policies, cited in Section 3.13 Energy Use and Climate Change, that promote emissions reduction efforts and are modeled after the most recent settlement agreements from the Attorney General. Given the lack of State guidance on evaluating the significance of climate change impacts, GHG emissions are quantified in the EIR but their significance remains unknown.

E.4 SUMMARY OF IMPACTS AND ENVIRONMENTALLY-SUPERIOR ALTERNATIVE

Table ES-6 presents the summary of impacts identified in the EIR and the proposed General Plan policies and mitigation measures that reduce these impacts. Detailed discussions of impacts and proposed policies are provided in Chapter 3. The significance of each impact with implementation of the proposed General Plan policies is also shown in Table ES-6 by letter designation (SU-Significant and Unavoidable, LTS-Less than Significant, BEN-Beneficial). The level of significance is determined by comparing the impact to the criteria described in Chapter 3.

Chapter 5 discusses the CEQA required conclusions including irreversible, growth-inducing, and cumulative impacts. At this time, no State agency has published guidance for assessing the significance of impacts on global climate change and greenhouse gas emissions under CEQA. Therefore, no significance determination is made for climate change impacts in this EIR. These issues are analyzed in Section 3.13 and discussed as potential cumulative impacts of implementation of the proposed General Plan.

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 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 “not 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.

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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>
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-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.	SU
	LU-I-2	Seek LAFCO approval of a Sphere of Influence (SOI) line that is co-terminus with the General Plan Urban Growth Boundary.	
	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.	
	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 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-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.	
	COS-I-1	Protect lands designated for Agricultural/ Rural/ Conservation uses with appropriate zoning consistent with the General Plan.	
	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.	

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>	
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.	<i>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.</i>	SU	
Transportation			
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.	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.	LTS
	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	

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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>
	control traffic arising from new development.	
	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).	
	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).	
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.	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	LTS

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>
	<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>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>	<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>3.2-4. 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>	<p>C-I-1 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> <p>C-I-2 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> <p>C-I-3 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

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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>
	<p>main streets; and Requiring new residential communities on undeveloped land planned for urban uses to provide stubs for future connections to the edge of the property line. Where stubs exist on adjacent properties, new streets within the development should connect to these stubs.</p> <p>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, Cul-de-sac Larish 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.</p>	
<p>3.2-5. Implementation of the General Plan will have an impact on pedestrian circulation and bicycling.</p>	<p>C-I-20 Coordinate with Caltrans and Kings Area Rural Transit to identify and implement Park & Ride sites with convenient access to public transit.</p> <p>C-I-23 Provide incentives for City employees to commute by public transit, car-pool, or use alternative fuel technology vehicles.</p> <p>C-I-27 Implement the Lemoore Bikeway Plan in coordination with the County’s Regional Bicycle Plan, which is updated every four years.</p> <p>C-I-28 Establish bicycle lanes, bike routes, and bike paths consistent with the General Plan.</p> <p>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</p>	<p>LTS</p>

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	<i>Proposed General Plan Policies that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	<p>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).</p>	
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 motorist 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.	
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	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.	

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	<i>Proposed General Plan Policies that Reduce the Impact</i>		<i>Significance after Mitigation</i>
accommodate these needs.	C-I-37	Amend the Zoning Ordinance to allow shared parking for mixed-uses where peak parking demands do not overlap.	
	C-I-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.	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.	LTS
	LU-I-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-I-42	Ensure adequate elementary and high school sites are reserved in new subdivisions, consistent with the Land Use Diagram and State law.	
	PSCF-I-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.	
	PSCF-I-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.	
3.3-2. Implementation of the proposed General Plan will increase demand for public water which may exceed supply.	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.	LTS
	LU-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.	

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>
<p>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.</p>	
<p>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.</p>	
<p>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.</p>	
<p>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.</p>	
<p>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.</p>	
<p>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.</p>	
<p>PU-I-9 Promote the use of evapotranspiration (ET) water systems in irrigating large parks and large landscaped areas.</p>	
<p>PU-I-11 Revise regulations to allow the safe use of reclaimed water (“gray water”) by homes and businesses where</p>	

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<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

	<i>Proposed General Plan Policies that Reduce the Impact</i>		<i>Significance after Mitigation</i>
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.	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.	LTS
	PU-I-16	Update the Wastewater Master Plan by 2010 and construct planned facilities to serve development under this General Plan.	
	PU-I-17	Establish impact fees and sewer rates adequate to finance required wastewater treatment and disposal facilities upgrades or replacements.	
3.3-4. Implementation of the proposed General Plan will generate additional amounts of solid waste that exceed available disposal capacity.	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.	LTS
	PU-I-20	Reduce waste production by using post-consumer recycled paper and other recycled materials in all City operations.	
	PU-I-21	Implement programs to reduce waste at home and in businesses through public education efforts that use many different forms of communication.	
	PU-I-22	Amend local ordinances to further support KWRA requirements for proper handling and storage of solid waste and recyclables and diversion of solid waste from landfills.	
	PU-I-23	Explore ways to provide financial incentives for recycling by reducing the cost for recycling and increasing the cost for garbage disposal.	
	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.	
3.3-5. Implementation of the proposed General Plan will place a higher demand on available police and fire protection services and	LU-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.	LTS
	SN-I-13	Ensure Fire Department personnel are trained in wildfire prevention, response and evacuation procedures.	

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	<i>Proposed General Plan Policies that Reduce the Impact</i>		<i>Significance after Mitigation</i>
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

	<i>Proposed General Plan Policies that Reduce the Impact</i>	<i>Significance after Mitigation</i>
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 Quimby 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.	
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-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
	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.	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.	LTS
	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>	

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<i>Proposed General Plan Policies that Reduce the Impact</i>		<i>Significance after Mitigation</i>	
<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	

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<i>Proposed General Plan Policies that Reduce the Impact</i>		<i>Significance after Mitigation</i>	
	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.		
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.	<i>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.</i>	LTS	
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.	<i>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.</i>	LTS	
Hydrology and Water Quality			
3.6-1. Implementation of the proposed General Plan could indirectly contribute to violations of water quality standards.	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.	LTS
	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.	
	COS-I-16	Develop programs to monitor the quality of local groundwater and runoff that discharges directly into	

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	<i>Proposed General Plan Policies that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	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.	
3.6-2. Implementation of the proposed General Plan would result in substantially increased nonpoint source pollution entering storm water runoff and entering the regional storm drain system or surrounding water resources (from either construction or long-term development).	<p>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</p> <p>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.</p>	LTS
	<i>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.</i>	

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	<i>Proposed General Plan Policies that Reduce the Impact</i>		<i>Significance after Mitigation</i>
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.	LTS
	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.	
3.6-4. Implementation of the proposed General Plan would result in increased rates and amounts of runoff due to additional impervious surfaces, higher runoff	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.	LTS
	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	

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<i>Proposed General Plan Policies that Reduce the Impact</i>		<i>Significance after Mitigation</i>
values, or alterations to drainage systems that could cause potential flood hazards.	<p>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.</p> <p><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></p>	
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
Air Quality		
3.7-1. Implementation of the proposed General Plan would result in a cumulatively considerable net increase of	<p>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.</p>	SU

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	<i>Proposed General Plan Policies that Reduce the Impact</i>		<i>Significance after Mitigation</i>
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-I-24	Offer alternative work hours and telecommuting when appropriate to City employees to reduce VMT and trips to work.	
	C-I-25	Purchase hybrid gasoline-electric , bio-diesel fuel, or electric vehicles for the City fleet.	
	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.	
	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).	
	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 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-I-43	Enact a wood-burning ordinance compliant with District Rule 4901 that: Regulates the installation of EPA-	

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<i>Proposed General Plan Policies that Reduce the Impact</i>		<i>Significance after Mitigation</i>
	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 word-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>	
3.7-2. Implementation of the proposed General Plan would expose sensitive receptors to substantial pollutant concentrations.	<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
Noise		
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

	<i>Proposed General Plan Policies that Reduce the Impact</i>	<i>Significance after Mitigation</i>
<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>	<p>enforcement procedures.</p> <p>SN-I-32 Use the community noise compatibility standards, shown in Table 3.8-4 as review criteria for new land uses.</p> <p>SN-I-33 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.</p> <p>SN-I-34 Apply performance-based noise standards within zoning classifications likely to encompass sensitive land uses.</p>	
	<p>SN-I-35 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.</p>	
	<p>SN-I-36 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 façade must be included for habitable rooms; Sound-rated doors or storm doors providing noise reduction performance similar to that of the façade 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>SN-I-37 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

<i>Proposed General Plan Policies that Reduce the Impact</i>	<i>Significance after Mitigation</i>
<p>than 5 psf; Façade 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 Require that all residential building designs for sites where the CNEL 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 Develop uniform guidelines for acoustical studies based on current professional standards in the Noise Control Ordinance.</p>	
<p>SN-I-40 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 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

	<i>Proposed General Plan Policies that Reduce the Impact</i>	<i>Significance after Mitigation</i>
	where existing single-family residential development is located on an arterial street.	
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-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
	SN-I-43 Require new noise sources to use best available control technology (BACT) to minimize noise emissions.	
	SN-I-44 Require noise from permanent mechanical equipment to be reduced by sound-proofing materials and sound-deadening installation.	
	SN-I-45 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>	
3.8-3. Implementation of the proposed General Plan would expose about 7,000 persons to noise in excess of 65 dB (“normally unacceptable”) generated by aircraft originating from or destined for the Lemoore Naval Air Station facility.	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 comment to avoid potential conflicts.	SU
	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 avigation 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>	

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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>	
Seismic and Geologic Hazards			
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.	
	SN-I-7	Establish location standards and inspection requirements for above-ground storage tanks to minimize potential risks to life and property.	
	3.9-2. Implementation of the proposed Lemoore General Plan has the potential to result in substantial soil erosion or the loss of topsoil.	COS-I-5	
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.	
SN-I-6		Control erosion of graded areas with vegetation or other acceptable methods.	
3.9-3. Implementation of the proposed Lemoore General Plan has the potential to create structural damage from placing	<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

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>
<p>development on a potentially unstable geologic unit or soil.</p> <p>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.</p>	<p><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></p>	<p>LTS</p>
Hazardous Materials and Wildfires		
<p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>SN-I-19 Require remediation and cleanup of sites contaminated with hazardous substances.</p> <p>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.</p> <p>SN-I-21 Promote the reduction, recycling and safe disposal of household and business hazardous wastes through public education and awareness.</p> <p>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.</p>	<p>LTS</p>

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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>
<p>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.</p>	<p><i>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.</i></p>	<p>LTS</p>
<p>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.</p>	<p><i>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.</i></p>	<p>LTS</p>
<p>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.</p>	<p><i>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.</i></p>	<p>LTS</p>
<p>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>	<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>	<p>LTS</p>

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>
	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.	
<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>		

Cultural Resources

3.11-1. 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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<i>Proposed General Plan Policies that Reduce the Impact</i>	<i>Significance after Mitigation</i>
<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 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 Maintain scenic vistas to the Coalinga Mountains, other natural features, and landmark buildings.</p>	
<p>CD-I-24 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 en-trance, 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

<i>Proposed General Plan Policies that Reduce the Impact</i>		<i>Significance after Mitigation</i>
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.	<p>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 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.</p> <p>COS-I-34 If, prior to grading or construction activity, an area is determined to be sensitive for paleontological resources, retain a qualified paleontologist to recommend appropriate actions. Appropriate action may include avoidance, preservation in place, excavation, documentation, and/or data recovery, and shall always include preparation of a written report documenting the find and describing steps taken to evaluate and protect significant resources.</p> <p><i>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.</i></p>	LTS
Visual Resources		
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.	<p>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.</p> <p>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</p>	LTS

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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>
	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.	
3.12-2. Implementation of the proposed General Plan will alter the scale and visual character of the City.	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.	

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<i>Proposed General Plan Policies that Reduce the Impact</i>	<i>Significance after Mitigation</i>
<p>CD-I-42 Require landscaped buffers and screening along the perimeter of industrial areas abutting residential areas, major streets, and edge of town.</p>	
<p>CD-I-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-I-32 Establish an inventory of historical buildings in Lemoore, including schools, churches, commercial buildings and public buildings, and residential buildings.</p>	
<p>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 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-I-11 listed under Impact 3.5-1 will help reduce the impact and is thus incorporated here by

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		<i>Proposed General Plan Policies that Reduce the Impact</i>	<i>Significance after Mitigation</i>
		reference.	
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	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.	LTS
	CD-I-64	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.	
	CD-I-65	Do not allow continuous all night outdoor lighting in sport stadiums, construction sites, and rural areas unless they are required for security reasons.	
	CD-I-66	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.	
3.12-4. Implementation of the proposed General Plan will change the existing visual quality of Lemoore’s edges and entryways.	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 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	LTS

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>
<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-I-3 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-5 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>	

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<i>Proposed General Plan Policies that Reduce the Impact</i>		<i>Significance after Mitigation</i>
	accommodate storm detention needs. Rural edge treatment will also be provided at the western side of Marsh Drive.	
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 façade 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.	
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>	

Energy Use and Climate Change

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
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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>
vehicle miles traveled (VMT) as well as an increase in VMT per capita, potentially leading to an increase in the per capita generation of greenhouse gases.	C-I-24	Offer alternative work hours and telecommuting when appropriate to City employees to reduce VMT and trips to work.	
	C-I-25	Purchase hybrid gasoline-electric, bio-diesel fuel or electric vehicles for the City fleet.	
	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.	
	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.	
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.	CD-I-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 façade, 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-I-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

<i>Proposed General Plan Policies that Reduce the Impact</i>	<i>Significance after Mitigation</i>
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,	

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>
<p>and energy management in public buildings.</p> <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 to 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 & Bhatia, 2007.