

LEMOORE

CALIFORNIA

**LEMOORE CITY COUNCIL  
COUNCIL CHAMBER  
429 C STREET  
May 16, 2023  
5:30 P.M.**

## **MEETING AGENDA**

*Please silence all electronic devices as a courtesy to those in attendance. Thank you.*

- a. CALL TO ORDER**
- b. INVOCATION**
- c. PLEDGE OF ALLEGIANCE**
- d. ROLL CALL**
- e. AGENDA APPROVAL, ADDITIONS, AND/OR DELETIONS**

### **STUDY SESSION**

SS-1 Potential Zoning Ordinance Changes to Encourage Housing Development (Brandt)

### **PUBLIC COMMENT**

**Public comment will be in accordance with the attached policy.** This time is reserved for members of the audience to address the City Council on items of interest that are not on the Agenda and are within the subject matter jurisdiction of the Council. It is recommended that speakers limit their comments to three (3) minutes each and it is requested that no comments be made during this period on items on the Agenda. The Council is prohibited by law from taking any action on matters discussed that are not on the Agenda. Prior to addressing the Council, any handouts for Council will be provided to the City Clerk for distribution to the Council and appropriate staff. The public will have an opportunity to comment on items on the agenda once the item has been called and the Mayor opens the item to the public.

### **1 – CEREMONIAL / PRESENTATION**

- 1-1 Westlands Water District Scholarship Recipients (Matthews)
- 1-2 Lemoore Hardware Recognition (Matthews)

### **2 – DEPARTMENT AND CITY MANAGER REPORTS**

- 2-1 Department & City Manager Reports

### **3 – CONSENT CALENDAR**

Items considered routine in nature are placed on the Consent Calendar. They will all be considered and voted upon in one vote as one item unless a Council member or member of the public requests individual consideration.

- 3-1 Approval – Minutes – Regular Meeting – May 2, 2023
- 3-2 Approval – Budget Amendment – CIP 5013 – Bush Street Overlay
- 3-3 Approval – Administrative Policy 2023-02 – Donation and Gift Policy
- 3-4 Approval – Resolution 2023-13 – To Review and Renew the Declaration of a Local Emergency and the Related Declarations and Orders Therein
- 3-5 Approval – Local Road Safety Plan (LRSP)
- 3-6 Approval – Acceptance of SB 179 - \$2 Million Dollar Grant Funding from Senator Hurtado's Office

- 3-7 Approval – Resolution 2023-14 – Adopting a List of Projects for Fiscal Year 2023-2024 Funded by SB 1: The Road and Repair and Accountability Act of 2017
- 3-8 Approval – Notice of Completion – Tract No. 921 – Brisbane East – Woodside 06N, LP A California Limited Partnership

#### **4 – PUBLIC HEARINGS**

Report, discussion and/or other Council action will be taken.

- 4-1 Public Hearing – Resolution 2023-15 – Approving General Plan Amendment No. 2023-01, Conditional Use Permit No. 2023-01, and Major Site Plan Review No. 2023-01 and First Reading of Ordinance 2023-02, Approving Zoning Map Amendment No. 2023-01 (Brandt)

#### **5 – NEW BUSINESS**

Report, discussion and/or other Council action will be taken.

No New Business.

#### **6 – BRIEF CITY COUNCIL REPORTS AND REQUESTS**

- 6-1 City Council Reports / Requests

#### **7 – CLOSED SESSION**

No Closed Session.

#### **ADJOURNMENT**

#### **Upcoming Council Meetings**

- City Council Regular Meeting, Tuesday, June 6, 2023
- City Council Regular Meeting, Tuesday, June 20, 2023

Agendas for all City Council meetings are posted at least 72 hours prior to the meeting at the Council Chamber, 429 C Street and the Cinnamon Municipal Complex, 711 W. Cinnamon Drive. Written communications from the public for the agenda must be received by the City Clerk's Office no less than seven (7) days prior to the meeting date. The City of Lemoore complies with the Americans with Disabilities Act (ADA of 1990). The Council Chamber is accessible to the physically disabled. Should you need special assistance, please call (559) 924-6744, at least 4 business days prior to the meeting.

#### **PUBLIC NOTIFICATION**

I, Marisa Avalos, City Clerk for the City of Lemoore, declare under penalty of perjury that I posted the above Regular City Council Agenda for the meeting of May 16, 2023 at Council Chamber, 429 C Street and Cinnamon Municipal Complex, 711 W. Cinnamon Drive, Lemoore, CA on May 12, 2023.

\_\_\_\_\_  
//s//

Marisa Avalos, City Clerk



## CITY COUNCIL REGULAR MEETING MAY 16, 2023 @ 5:30 p.m.

*The City Council will hold its public meetings in person, with a virtual option for public participation based on availability. The City of Lemoore utilizes Zoom teleconferencing technology for virtual public participation; however, the City makes no representation or warranty of any kind, regarding the adequacy, reliability, or availability of the use of this platform in this manner. Participation by members of the public through this means is at their own risk. (Zoom teleconferencing/attendance may not be available at all meetings.)*

The meeting may be viewed through the following Zoom Meeting:

- Please click the link below to join the webinar:
- <https://us06web.zoom.us/j/85096210379?pwd=SEdRN0lvajBZd1IKbFZtU0FZL1VFUT09>
- Meeting ID: 850 9621 0379
- Passcode: 387634
- Phone: +1 669 900 6833

If you wish to make a general public comment or public comment on a particular item on the agenda, **participants may do so via Zoom during the meeting** or by **submitting public comments by e-mail to: [cityclerk@lemoore.com](mailto:cityclerk@lemoore.com)**. In the subject line of the e-mail, please state your name and the item you are commenting on. If you wish to submit a public comment on more than one agenda item, please send a separate e-mail for each item you are commenting on. Please be aware that written public comments, including your name, may become public information. Additional requirements for submitting public comments by e-mail are provided below.

### General Public Comments & Comments on City Council Business Items

For general public comments and comments regarding specific City Council Business Items, public comments can be made via Zoom during the meeting or all public comments must be received by e-mail no later than 5:00 p.m. the day of the meeting. Comments received by this time will be read aloud by a staff member during the applicable agenda item, provided that such comments may be read within the normal three (3) minutes allotted to each speaker. Any portion of your comment extending past three (3) minutes may not be read aloud due to time restrictions. If a general public comment or comment on a business item is received after 5:00 p.m., efforts will be made to read your comment into the record. However, staff cannot guarantee that written comments received after 5:00 p.m. will be read. All written comments that are not read into the record will be made part of the meeting minutes, provided that such comments are received prior to the end of the City Council meeting.

### Public Hearings

For public comment on a public hearing, all public comments must be received by the close of the public hearing period. All comments received by the close of the public hearing period will be read aloud by a staff member during the applicable agenda item, provided that such comments may be read within the normal three (3) minutes allotted to each speaker. Any portion of your comment extending past three (3) minutes may not be read aloud due to time restrictions. If a comment on a public hearing item is received after the close of the public hearing, such comment will be made part of the meeting minutes, provided that such comment is received prior to the end of the meeting.

**\*PLEASE BE AWARE THAT ANY PUBLIC COMMENTS RECEIVED THAT DO NOT SPECIFY A PARTICULAR AGENDA ITEM WILL BE READ ALOUD DURING THE GENERAL PUBLIC COMMENT PORTION OF THE AGENDA.\***



711 West Cinnamon Drive • Lemoore, California 93245 • (559) 924-6744

## Staff Report

**Item No: SS-1**

**To: Lemoore City Council**

**From: Steve Brandt, City Planner**

**Date: May 2, 2023**

**Meeting Date: May 16, 2023**

**Subject: Potential Zoning Ordinance Changes to Encourage Housing Development**

### **Strategic Initiative:**

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Safe & Vibrant Community            | <input type="checkbox"/> Growing & Dynamic Economy         |
| <input type="checkbox"/> Fiscally Sound Government                      | <input checked="" type="checkbox"/> Operational Excellence |
| <input checked="" type="checkbox"/> Community & Neighborhood Livability | <input type="checkbox"/> Not Applicable                    |

### **Proposed Motion:**

There is no proposed motion at this time, although the Council may provide direction to Staff to modify, delete, or add to the proposed zoning ordinance text changes.

### **Subject/Discussion:**

The City received a grant from the California Department of Housing and Community Development (HCD) to update or modify City ordinances and procedures in a way that would encourage more housing development in Lemoore. Staff intends to bring these updates to the Planning Commission and City Council in the coming months, first as review sessions, and then as a public hearing to make a recommendation to the City Council. Previous discussions were held at the City Council meeting on February 7, 2023, and the Planning Commission meetings on March 10, 2023, and April 24, 2023.

### **Proposed Changes:**

The following list describes our main scope of changes Staff is planning to recommend. At this time, Staff requests a discussion to see if the Planning Commission has any questions, comments, or suggestions for Staff. If there are other topics or items in the Zoning Ordinance not listed here that you would like to open for discussion, there is still time to add them into these amendments.

**Residential development standards** – Using comments heard at the Council study session about lot size that was held on February 7, Staff will propose a smaller by-right minimum lot size than the current 7,000 sq.ft. This should streamline the approval process because subdivision proposals that meet the new minimum lot size will not be required to obtain approval of a Planned Unit Development (PUD). Other cities in the Valley have changed their minimum lots sizes to 4,000 4500, 5000, or 6,000 sq.ft. Staff will also review the current building setbacks for residential uses and propose changes if we believe them appropriate and if it would encourage more housing growth.

Roughly half of the city is zoned Low Density Residential, which is where most single-family residential homes are located. One of the most important design standards for this zone is the minimum lot size. The standard minimum lot size is the smallest size, measured by square feet, into which land can be subdivided for sale by a developer, with each lot usually having one residence. Since 2012, the standard minimum lot size has been 7,000 square feet. However, the Zoning Ordinance allows developers to apply for a Planned Unit Development (PUD) when they submit a subdivision map, with which they can request approval for lots smaller than 7,000 square feet. In the last 10 years, only one subdivision map with a minimum lot size of 7,000-square-foot lots has been submitted. All others were submitted with smaller lots, so every subdivider has been required to also obtain a PUD. Using the PUD, a developer can propose their own minimum lot size for approval by the Planning Commission and City Council. Most have chosen 5,000 square feet or 6,000 square feet. Other cities in the region have minimum lot sizes below 7,000 square feet. The following table summarizes their Zoning Ordinances regarding minimum single-family lot size.

**Minimum Lot Sizes in Other Cities**

City	Minimum Lot Size Allowed by Right	Notes
Visalia	5,000	Lots can be approved as small as 3,600 sf. if 12 identified standards are met. Otherwise, a PUD can be requested.
Hanford	5,000	Lots can be approved as small as 3,600 sf. if 11 identified standards are met. Otherwise, a PUD can be requested.
Tulare*	5,000	There is a special zone that can be requested that allows lots as small as 3,200 sf. if 9 identified standards are met. Otherwise, a PUD can be requested. There are standard requirements for smaller lots.
Fresno	4,000	Lots can be approved as small at 2,500 sf. if at least 5 “enhanced streetscape” amenities from a specific list of 15 amenities are incorporated into the design of the project.
Clovis	4,500	A PUD can be requested for lot sizes smaller than 4,500 sf.
Selma*	7,000	A conditional use permit can be obtained for lots less than 7,000 sf., but only for up to 30% of the lots in the subdivision.

\*Tulare and Selma are currently undergoing a comprehensive Zoning Ordinance update.

The proposed actual ordinance text changes are shown in Table 9-5A-4A on Text Amendment Page 15. The proposed changes show a minimum single-family lot size of 5,000 square feet. Developers that desire to have lots less than 5,000 square feet in size

would be required to obtain a PUD. Lot size maximums would be removed as a requirement. The minimum front yard setback would be reduced to 15 feet and no longer require a 2-foot stagger in the front. Side yards would be a minimum of 5 feet and no longer require an additional 5 feet for the second story. There would be no change to the rear yard setback.

**Site Plan and Architectural Review** – Staff will be working on text changes that would make Site Plan Review a ministerial process that is always approved by the City staff. This would mean that projects that only need Site Plan Review approval would no longer go to the Planning Commission for review. Staff will also be proposing a new preliminary site plan process that is consistent with SB330, a 2019 law that limits what Cities can ask of developers that want to utilize a preliminary site plan review process. The process would also be completely managed by Staff.

The proposed actual ordinance text changes would be applied to Section 9-2B-12 as well as Table 9-2A-7-1. See Text Amendment Pages 3 and 4 for the text changes and Text Amendment Pages 1 and 2 for the table changes. Since there would no longer be two types of site plan review (minor and major) Section 9-2B-15 would be removed completely (see Text Amendment Pages 5 and 6.)

**Accessory Dwelling Unit (ADU) Ordinance** – Staff is updating the ADU Ordinance to ensure compliance with State law, which was changed in 2019 and again in 2020. The goal will be to make the process more understandable so as to encourage more ADUs. The changes are on Text Amendment Pages 10 through 14 and affect Section 9-4D-12. As per State law, a site could have both an accessory dwelling unit and a junior accessory dwelling unit (JADU). The new code is consistent with the standards allowed to be implemented by State law.

**Cottage home ordinance** – Staff is looking at adding a cottage home ordinance to the Zoning Ordinance. In the new ordinance text, a cottage would be considered a special type of accessory dwelling unit where the City provides the homeowner with preapproved building plans so that the homeowner does not have the expense of having an architect draw up building plans. It would have to meet both the ADU and the cottage home standards. The specific text changes can be found on Text Amendment Page 13.

**Tiny house ordinance** – Staff is looking at adding a tiny house ordinance to the Zoning Ordinance. In the new ordinance text, a tiny house would be considered a special type of accessory dwelling unit. It would have to meet both the ADU and the tiny house standards. The specific text changes can be found on Text Amendment Pages 13 and 14.

**SB9 Compliance** – SB9 was a new 2021 State law that allows existing property owners (not developers) to add a second main home on their lot or to split their lot to accommodate a second home even if the lot split does not meet the minimum zoning requirements. At the time of adoption, this law was described in the press as “the end of single-family zoning in California.” While that may not be exactly true, the law does contain certain overrides of local zoning that Cities must allow. No one in Lemoore has tried to take advantage of this law yet.

This new law is being acknowledged with new text in the Allowed Uses Table 9-4B-2, which is found on Text Amendment Page 8. It is listed as “Dwelling, additional, meeting provisions of Government Code Section 66852.21.”

**Other Definition Changes** – On Text Amendment Page 7, there are revised definitions for large and small family day care. This is to bring the City’s definition more in line with the State’s definition. There is also a new definition for Short-term Rental Unit, more commonly known as an Airbnb or Vrbo rental. This use is being added to the zoning ordinance to distinguish it from a bed and breakfast or a hotel.

**Subdivision Ordinance Update** – the Subdivision Ordinance was last updated in 2012. Antonio Westerlund, the City surveyor, and his surveyor team are reviewing the Ordinance with the intent on recommending updates to the text of the Ordinance. The Subdivision Ordinance describes the specific requirements for subdivision and parcel maps. The review team will be looking for ways to streamline the preparation and review process. This is the same team of surveyors that have been reviewing maps that have been submitted in the last few years and are using that understanding to recommend modifications to make processing of maps more streamlined for the land developer’s surveyor and the City’s reviewing surveyor. The specific text changes will be brought to the Council at a future meeting.

**Other topics not requiring Council approval:**

The following topics are part of the grant funded work to encourage more housing. They are related to City staff procedures and do not require Council approval.

**Subdivision Improvement Agreement Update** – Jeff Cowart, the City Engineer, and his team are reviewing the standard wording of Lemoore’s Subdivision Improvement Agreement. The intent is to locate ways to improve the agreement as a way of streamlining or shortening the approval process.

**Residential plot plans** – Staff has prepared an example standard plot plan that can be given to developers so that the first submittal of their plot plans are more likely to meet the City’s standards for plot plans, which would shorten the time it takes to obtain a building permit for a new home.

**Landscape Plan review** – Staff is preparing an example landscape plan that can be given to developers so that the first submittal of their landscape plans is more likely to meet the MWELo and City standards.

**Financial Consideration(s):**

None.

**Alternatives or Pros/Cons:**

No final decisions are being made at this time. The Council may recommend to Staff to modify, delete, or add to the proposed zoning ordinance text changes.

**Commission/Board Recommendation:**

The Planning Commission discussed potential zoning ordinance text changes at their March 10, 2023, meeting and again at their April 24, 2023, special meeting.

**Staff Recommendation:**

Staff recommends that the Council discuss the proposed zoning text changes and then provide any direction to Staff regarding modifications to the proposal, additional changes, or removal of certain changes from the proposal.

**Attachments:**

- ☐ Resolution:
- ☐ Ordinance:
- ☐ Map
- ☐ Contract
- ☒ Other

**Review:**

- ☐ Asst. City Manager
- ☒ City Attorney
- ☒ City Clerk
- ☒ City Manager
- ☐ Finance

**Date:**

5/12/2023  
5/12/2023  
5/11/2023

List: Proposed Text Changes for Discussion

## May 15 City Council Version

### PROPOSED ZONING ORDINANCE TEXT AMENDMENTS

**Note: This document is only for discussion at this time. Final decisions will be made at a future Council meeting after holding a public hearing.**

New text is **underlined**. Text to be removed is in **~~strikeout~~** format.

**TABLE 9-2A-7-1  
PLANNING PERMIT AND ENTITLEMENTS AND REVIEW AND APPEAL AUTHORITY<sup>1</sup>**

Planning Permit Or Entitlement	Notice/Hearing Requirement	Authority		
		Planning Director	Planning Commission	City Council
Administrative permits:				
Zoning clearance (e.g., building permit, signs, business license)	None	Final	<del>Appeal-</del>	Appeal
Temporary use permit	None	Final	<del>Appeal-</del>	Appeal
Tree permit for trees on private property	None	Final	<del>Appeal-</del>	Appeal
Reasonable accommodation	None	Final	<del>Appeal-</del>	Appeal
Similar use determination	None	Final	<del>Appeal-</del>	Appeal
Official zoning interpretation	None	Final	<del>Appeal-</del>	Appeal
Minor home occupation permit	None	Final	<del>Appeal-</del>	Appeal
Highway oriented sign permit	None	Final	<del>Appeal-</del>	Appeal
Administrative use permit	None	Final	<del>Appeal-</del>	Appeal
Minor deviation	None	Final	<del>Appeal-</del>	Appeal

<del>Minor site plan and architectural review</del>	<del>None</del>	<del>Final</del>	<del>-</del>	<del>Appeal</del>
Sign program	None	Final	<u>Appeal-</u>	Appeal
<u>Site plan and architectural review</u>	<u>None</u>	<u>Final</u>	<u>Appeal</u>	<u>Appeal</u>
Quasi-judicial permits and entitlements:				
Conditional use permit	Public hearing	Recommending	Final	Appeal <sup>2</sup>
Major home occupation permit	Public hearing	Recommending	Final	Appeal
<del>Major site plan and architectural review</del>	<del>Public hearing</del>	<del>Recommending</del>	<del>Final</del>	<del>Appeal<sup>2</sup></del>
<del>Planned unit development</del>	<del>Public hearing</del>	<del>Recommending</del>	<del>Final</del>	<del>Appeal<sup>2</sup></del>
Variance	Public hearing	Recommending	Final	Appeal <sup>2</sup>
Public convenience or necessity	Public hearing	Recommending	Final	Appeal <sup>2</sup>
Legislative approvals:				
Specific plan	Public hearing <sup>3</sup>	Recommending	Recommending	Final
Development agreement	Public hearing <sup>3</sup>	Recommending	Recommending	Final
<u>Planned Unit Development</u>	<u>Public hearing <sup>3</sup></u>	<u>Recommending</u>	<u>Recommending</u>	<u>Final</u>
Zoning amendment	Public hearing <sup>3</sup>	Recommending	Recommending	Final
Prezoning	Public hearing <sup>3</sup>	Recommending	Recommending	Final
General plan amendment	Public hearing <sup>3</sup>	Recommending	Recommending	Final

## 9-2B-12: ~~MINOR~~ SITE PLAN AND ARCHITECTURAL REVIEW:

A. Purpose: The purpose of ~~minor~~-site plan and architectural review is for the review of the design and layout of new development in the City to ensure that it is consistent with the regulations of this title, other relevant titles in the Lemoore Municipal Code, and all relevant City policies, requirements, and development standards that would apply to the project prior to the issuance of subsequent permits, such as discretionary actions required by the City Zoning Ordinance or City Subdivision Ordinance, improvement plans, and building permits. It is the intent that site plan and architectural review be a ministerial action limited to review of the project development project for conformance with City of Lemoore ordinances, policies, requirements, and development standards. (Ord. 2013-05, 2-6-2014)

B. Applicability: ~~Minor-site~~Site plan and architectural review shall be required prior to the issuance of any ministerial building permits or site improvement plans and prior to ~~or in conjunction with~~any discretionary action of corresponding development applications (e.g., conditional use permit, variance). Site plan and architectural review may serve as the preliminary application for housing development projects seeking vesting rights pursuant to SB 330, the Housing Crisis Act of 2019.

1. Review Required: ~~Minor-site~~Site plan and architectural review is required for all of the following activities:

a. New nonresidential or mixed-use developments ~~of less than twenty thousand (20,000) gross square feet;~~

b. ~~Additions Nonresidential building additions greater than 1,000 square feet; of less than twenty thousand (20,000) square feet to existing commercial, office, and industrial buildings;~~

c. Conceptual plan for a mixed-use center as required by chapter 7, "Mixed Use Development Standards", of this title.

d. New multi-family residential developments of more than two units (e.g., apartments, condominiums, townhomes) ~~of less than thirty (30) units on a single site.~~ (Ord. 2018-03, 5-15-2018)

e. The design and layout of new residential subdivisions as part of the tentative subdivision map process as provided in title 8, chapter 7, "Land Division", of the Municipal Code;

f. Demolition or exterior alterations and additions to nonresidential buildings that are more than seventy five (75) years old.

2. Exemptions: The following activities are specifically exempt from ~~minor~~-site plan and architectural review:

a. Single-family residential custom homes and duplexes on an existing lot;

b. Additions to or the exterior remodels of single-family residential homes within normal setbacks;

c. Accessory structures consistent with the provisions of section 9-4D-18, "Residential Accessory Structures", of this title;

- d. Changes to the exterior facade of existing buildings;
- e. Painting existing buildings in the DMX zoning districts with historic color palettes as described in subsection 9-6-4C, "Colors And Painting", of this title;
- f. Repairs and maintenance to the site or structure that do not add to, enlarge, or expand the area occupied by the land use, or the floor area of the structure and that employ the same materials and design as the original construction;
- g. Interior alterations that do not increase the gross floor area within the structure, or change/expand the permitted use of the structure (including solar collectors); and
- h. Construction, alteration, or maintenance by a public utility or public agency of underground or overhead utilities intended to service existing or nearby approved developments.
- i. Nonresidential building additions of 1,000 square feet of gross floor area or less;

C. Approval Authority: The designated approval authority for ~~minor~~-site plan and architectural design review shall be the Planning-Community Development Director.

D. Process: The applicant shall provide a completed application on a form prepared by the City, a site plan and, if new non-residential buildings or multi-family dwellings are proposed, an elevation plan. No public hearing or notice is required for a ~~minor~~-site plan and architectural review. Site plan and architectural review is a ministerial process conducted by City staff to determine compliance with existing City of Lemoore ordinances, policies, requirements, and development standards and is therefore exempt from the requirements of the California Environmental Quality Act (CEQA) per State CEQA Guidelines Section 15268.

E. Approval ~~Findings~~: A ~~minor~~-site plan and architectural review permit, or any modification thereto, shall be granted only when the designated approving authority ~~makes a finding~~finds that the proposed project is consistent with the objectives of the general plan and complies with applicable zoning regulations, specific plan provisions, and policies and improvement standards adopted by the City, or that a general plan amendment or zoning amendment is going to be subsequently applied for by the developer. If the site plan submitted requires major changes before this finding can be made, the developer may be required to make changes and submit the site plan again.

F. Post approval Implementation: A ~~minor~~-site plan and architectural design review permit is ministerial in nature. As such, the Planning Director may not impose discretionary conditions on the issuance of the permit. If the proposed development project requires approval of a discretionary action after completion of the site and architectural design review process, conditions of approval can be placed on the discretionary approval (Ord. 2013-05, 2-6-2014)

G. Appeals. If the applicant disagrees with the interpretation or application of a City ordinance, policy, requirement, or development standard, they may appeal the interpretation per procedures in Section 9-2A-7 and 9-2A-8.

H. Expiration. A site plan and architectural design review permit shall expire one (1) year after issuance unless an application for a related discretionary approval or a building permit is submitted. Upon written request by the applicant prior to expiration, the Community Development Director may extend the expiration for an additional six (6) months.

## **~~9-2B-15: MAJOR SITE PLAN AND ARCHITECTURAL REVIEW:~~**

~~—A.—Purpose: The purpose of major site plan and architectural review is for the review of the design and layout of new development in the City to ensure that it is consistent with the regulations of this title and will not result in a detriment to the City or the environment. The City desires to maintain and enhance Lemoore's sense of place; design commercial and mixed-use centers to be of pedestrian scale so people can feel comfortable and congregate in these areas; promote visually appealing architecture and high quality developments that promote a small town atmosphere; and protect and accentuate Lemoore's environmental assets, its surrounding natural landscape, agricultural farmland, open canals, and wetlands. (Ord. 2013-05, 2-6-2014)~~

~~—B.—Applicability: Major site plan and architectural review shall be required prior to the issuance of any ministerial building permits or site improvement plans and prior to or in conjunction with discretionary action of corresponding development applications (e.g., conditional use permit, variance).~~

~~—1.—Review Required: A major site plan and architectural review is required for the following items:~~

~~—a.—New nonresidential or mixed-use developments of twenty thousand (20,000) gross square feet or more;~~

~~—b.—Additions of twenty thousand (20,000) square feet or more to existing commercial, office, and industrial buildings;~~

~~—c.—New multi-family residential developments (e.g., apartments, condominiums, townhomes) except where there are less than thirty (30) units on a single site;~~

~~—d.—The design and layout of new residential subdivisions as part of the tentative subdivision map process as provided in title 8, chapter 7, "Land Division", of the Municipal Code;~~

~~—e.—Demolition or exterior alterations and additions to nonresidential buildings that are more than seventy five (75) years old. (Ord. 2018-03, 5-15-2018)~~

~~—2.—Exemptions: Those activities exempt from minor site plan and architectural design review as provided in subsection 9-2B-12 B2 of this article shall also be exempt from major site plan and architectural design review.~~

~~—C.—Approval Authority: The designated approval authority for major site plan and architectural design review shall be the Planning Commission.~~

~~—D.—Public Hearing And Notice: Public hearing and notice are required for a major site plan and architectural review pursuant to section 9-2A-6, "Public Notice, Hearings, And Decisions", of this chapter.~~

~~—E.—Approval Findings: A major site plan and architectural review permit, or any modification thereto, shall be granted only when the designated approving authority makes all of the following findings:~~

~~—1.—The proposed project is consistent with the objectives of the general plan and complies with applicable zoning regulations, specific plan provisions, and improvement standards adopted by the City;~~

~~—2.—The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community;~~

~~—3. The architecture, character, and scale of the building and the site are compatible with the character of buildings on adjoining and nearby properties;~~

~~—4. The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation; and~~

~~—5. In the case of proposed alterations, additions, or demolitions to nonresidential buildings that are more than seventy five (75) years old:~~

~~——a. Alterations And Additions: The alteration or addition is compatible with the downtown revitalization plan.~~

~~——b. Demolitions: The applicant has demonstrated that the existing use cannot 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.~~

~~—F. Conditions Of Approval: The designated approving authority may impose conditions and/or require guarantees in order to ensure compliance with this title and to prevent adverse or detrimental impact to the surrounding neighborhood. (Ord. 2013-05, 2-6-2014)~~

#### 9-4A-5: DESCRIPTION OF LAND USES:

**CHILD DAYCARE FACILITY:** Facility that provides nonmedical care and supervision of minor children for periods of less than twenty four (24) hours for an individual child. These facilities include the following, all of which are required to be licensed by the State:

1. Child Daycare Center: Commercial or nonprofit child daycare facility operated outside of a home, typically able to accommodate fifteen (15) or more children, including infant centers, preschools, sick child centers, daycare centers, and school age daycare facilities. These may be operated in conjunction with a school or church facility, apartment complex, or as an independent land use. Also includes employer sponsored childcare centers.

2. Family Daycare Home, Large: A ~~single-family residence~~home that regularly provides daycare care, protection, and supervision while the parents or guardians are away for seven (7) to fourteen (14) children, inclusive, including children under the age of ten (10) years who reside at the home. This description is consistent with section 1596.78 of the Health and Safety Code.

3. Family Daycare Home, Small: A ~~single-family residence~~home that regularly provides daycare care, protection, and supervision while the parents or guardians are away for six (6) eight (8) or fewer children, including children under the age of ten (10) years who reside at the home, or up to eight (8) children if the conditions of section 1597.44 of the Health and Safety Code are met. Per State law, these small family daycare uses may not be regulated differently than single-family dwellings. This description is consistent with section 1596.78 of the Health and Safety Code.

~~DWELLING, ACCESSORY UNIT: An attached or detached dwelling unit which provides complete independent living facilities for one or more persons, with permanent provisions for living, sleeping, eating, cooking, and sanitation sited on the same parcel as the primary dwelling unit. This definition includes granny flats.~~

DWELLING, ACCESSORY UNIT (ADU): An attached or a detached residential dwelling unit that provides complete independent living facilities for one or more persons with permanent provisions for living, sleeping, eating, cooking, and sanitation. An accessory dwelling unit may be an efficiency unit, as defined in Health and Safety Code Section 17958.1, and a manufactured home, as defined in Health and Safety Code Section 18007.

DWELLING, JUNIOR ACCESSORY UNIT (JADU): A dwelling unit that is no more than five hundred (500) square feet in size and contained entirely within a single-family residence that includes a separate entrance from the main entrance to the single-family residence, separate sanitation facilities, and an efficiency kitchen consisting of a cooking facility with appliances, a food preparation counter, and storage cabinets of reasonable size in relation to the size of the unit.

SHORT-TERM RENTAL UNIT: Residential structure where all or a portion of the structure is rented for overnight lodging for a period of less than 30 days. A short-term rental unit or site that provides a meal as part of its service is considered a bed and breakfast inn and is included under the definition of "bed and breakfast inn".

**TABLE 9-4B-2**  
**ALLOWED USES AND REQUIRED ENTITLEMENTS FOR BASE ZONING DISTRICTS**

P	=	Permitted by right	N	=	Not permitted
A	=	Administrative use permit required	C	=	Conditional use permit required

Land Use/Zoning District	Residential Zoning Districts							Special Purpose Zoning Districts				Mixed Use Zoning Districts				Office, Commercial, And Industrial Zoning Districts				
	AR	RVLD	RLD	RN	RLMD	RMD	RHD	W	AG	PR	CF	DMX-1	DMX-2	DMX-3	MU	NC	RC	PO	ML	MH
<b>Residential uses:</b>																				
Caretaker housing	C	P	P	P	P	P	P	C	N	C	C	P	P	P	P	C	C	P	P	P
Child daycare facility - family daycare home, large <sup>1</sup>	N	A	A	A	A	A	A	N	N	N	N	A	A	A	A	N	N	N	N	N
Child daycare facility - family daycare home, small	N	P	P	P	P	P	P	N	N	N	N	P	P	P	P	N	N	N	N	N
Dwelling, multi-family	N	N	N	N	P	P	P	N	N	N	N	P <sup>2</sup>	P	P	P	P <sup>27</sup>	N	C	N	N
Dwelling, <del>second unit</del> accessory unit <sup>3</sup>	A	A	A	A	A	A	A	N	N	N	N	N	A	A	N	N	N	N	N	N
Dwelling, single-family	P	P	P	P	P	P	N	N	N	N	N	N	A	P	N	N	N	N	N	N
Dwelling, two-family	N	N	A	P	P	P	N	N	N	N	N	N	P	P	N	N	N	N	N	N
<del>Dwelling, additional, meeting provisions of Government Code Section 66852.21</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>P</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>	<del>N</del>
Emergency shelter	N	N	N	N	N	N	N	N	N	N	P	N	N	N	N	N	N	N	C	N
Employee housing, large	P	C	N	N	N	N	N	N	P	N	N	N	N	N	N	N	N	N	N	N
Employee housing, small	P	P	P	P	P	P	N	N	P	N	N	N	P	P	N	N	N	N	N	N
Gated residential community	C	C	C	C	C	C	C	N	N	N	N	N	N	N	N	N	N	N	N	N
Group residential	N	N	N	N	N	P	P	N	N	N	C	P	P	P	P	N	N	N	N	N
Guesthouse	P	P	P	P	P	P	N	N	N	N	N	N	P	P	N	N	N	N	N	N
Live-work facility <sup>5</sup>	N	N	N	N	N	N	A	N	N	N	N	A	A	A	A	A	N	N	N	N

Marijuana personal cultivation - personal recreational and medicinal use <sup>28</sup>	P <sup>28</sup>	P <sup>28</sup>	P <sup>28</sup>	P <sup>28</sup>	P <sup>28</sup>	P <sup>28</sup>	P <sup>28</sup>	N	N	N	N	N	N	N	N	N	N	N	N	N
Mobilehome park <sup>6</sup>	N	C	C	C	C	A	A	N	N	N	N	N	N	N	N	N	N	N	N	N
Recreational vehicle park <sup>24</sup>	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	C	N	C	N
Residential care facility <sup>25</sup>	P	P	P	P	P	P	P	N	N	N	N	N	N	A	P	C	C	N	N	N
Residential care home	N	P	P	P	P	P	P	N	N	N	N	C	P	P	P	N	N	N	N	N
Single room occupancy (SRO) facility	N	N	N	N	N	N	P	N	N	N	N	C	C	C	N	N	N	N	N	N
Supportive housing	P	P	P	P	P	P	P	N	N	N	N	P	P	P	P	N	N	N	N	N
Transitional housing	P	P	P	P	P	P	P	N	N	N	N	P	P	P	P	N	N	N	N	N
<b>Retail, service, and office uses:</b>																				
<u>Short-term rental unit</u>	P	P	P	P	P	P	P	N	N	N	N	N	N	P	P	N	N	N	N	N

Notes:

- 1
- See additional regulations for large family daycare homes in section [9-4D-7](#) of this chapter.
- Only permitted on the first floor when located along an alley or side street; otherwise must be on an upper floor.
- See additional regulations for [second-accessory](#) dwelling units in section [9-4D-12](#) of this chapter.
- Reserved.
- See additional regulations for live-work facilities in section [9-4D-8](#) of this chapter.
- See additional regulations for mobilehome parks in section [9-4D-10](#) of this chapter.
- Minimum lot size shall be 20,000 square feet.
- All activities and storage shall be located within an enclosed structure(s).
- See additional regulations for community gardens in section [9-4D-3](#) of this chapter.
- See special permit requirements in title 3, chapter 4, article C of the Municipal Code.
- Maximum tenant space shall be 10,000 square feet.
- See additional regulations for wireless telecommunication facilities in section [9-4D-15](#) of this chapter.
- Facilities less than 75 feet tall are permitted by right, except that major site plan and architectural review is still required. Otherwise, a conditional use permit is required in addition to major site plan and architectural review.
- See additional regulations for alcoholic beverage sales in section [9-4D-2](#) of this chapter.
- Use is permitted by right when located on the ground floor. Otherwise, a conditional use permit is required.
- See additional regulations for drive-in and drive-through facilities in section [9-4D-4](#) of this chapter.
- See additional regulations for massage therapy in section [9-4D-9](#) of this chapter. Additionally, see additional permit requirements in title 4, chapter 7 of the Municipal Code.
- Maximum tenant space shall be 30,000 square feet; however, store size may be larger upon approval of an administrative use permit.
- See additional regulations for semipermanent mobile food vendors in section [9-4D-13](#) of this chapter.
- See additional regulations for sexually oriented businesses in section [9-4D-14](#) of this chapter.
- See additional regulations for thrift stores in section [9-4D-16](#) of this chapter.
- See additional regulations for fueling stations in section [9-4D-6](#) of this chapter.
- Use is permitted by right when located more than 500 feet from a residential use or district.
- See additional regulations for recreational vehicle parks in section [9-4D-11](#) of this chapter.
- This "sensitive receptor" use shall not be located 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 2 or more machines, a minimum 500 feet shall be provided. For operations with 3 or more machines, a larger distance may be required based upon consultation with the Kings County 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.
- If developed incidental to an existing charitable operation, this use is allowed subject to approval of an administrative use permit.
- Permitted on second floors above retail and neighborhood serving office when ancillary in size and does not interfere with primary retail use.
- Use is permitted as allowed by State law and as authorized in title 4, chapter 8 of the Municipal Code.

#### **9-4D-12: ACCESSORY DWELLING UNITS AND JUNIOR ACCESSORY DWELLING UNITS:**

~~A.—Purpose And Applicability: This section applies to accessory dwelling units within the City. Accessory dwelling units are permitted upon issuance of an administrative use permit in the agricultural and residential zoning districts subject to the standards of this section. The purpose of this section is to regulate accessory dwelling units in residential zoning districts and on residential property consistent with State law. Implementation of this section is intended to expand housing opportunities for low income and moderate income or elderly households by increasing the number of rental units available within existing neighborhoods while maintaining the primarily single-family residential character of the area.~~

~~—B.—Development Standards: Pursuant to Government Code section 65852.2, accessory dwelling units shall be permitted on agricultural and residential parcels when the following conditions are met:~~

~~—1. The parcel contains an existing single-family dwelling.~~

~~—2. No more than one (1) accessory dwelling unit shall be allowed per parcel.~~

~~—3. The property owner shall occupy either the primary unit or accessory dwelling unit. The property owner shall record a declaration acknowledging owner occupancy, recorded with the property as a condition of the administrative permit.~~

~~—4. An accessory dwelling unit shall not exceed:~~

~~—a. Fifty percent (50%) of the existing living area of the primary dwelling when attached to the primary dwelling. For purpose of this standard, "living area" shall mean the interior habitable area of a dwelling unit, including basements, attics, bedrooms, kitchens, living room, etc. It does not include a garage or any accessory structure; or~~

~~—b. One thousand two hundred (1,200) square feet when detached from the primary dwelling.~~

~~—5. Building setbacks for attached accessory dwelling units shall comply with all required building setbacks for the primary dwelling unit.~~

~~—6. The maximum height of a detached accessory dwelling unit shall not exceed the height of the primary dwelling unit.~~

~~—7. No accessory dwelling unit may be sold separately from the primary dwelling unit. (Ord. 2017-06, 5-16-2017)~~

A. Purpose and intent. This section is intended to meet the requirements of State law in providing for accessory dwelling units ("ADUs") and junior accessory dwelling units ("JADUs") as required by and in compliance with Government Code Sections 65852.2 and 65852.22, as either may be amended from time to time. The standards established by this section shall be interpreted and applied consistent with the standards set forth in Government Code Sections 65852.2 and 65852.22. To the extent there is a conflict between the provisions of this section and the provisions of either Government Code Section 65852.2 or 65852.22, including as either may be amended, the applicable provision(s) of Government Code Sections 65852.2 and 65852.22 shall apply. The requirements and exceptions specified in

Government Code Sections 65852.2 and 65852.22 shall apply to the construction of ADUs and JADUs pursuant to this section.

This section is not intended to regulate multigenerational dwelling units, which are dwelling units that do not include a kitchen, contained entirely within the walls of a proposed or existing single-family residence where access is not restricted between areas of the residence.

B. Determinations. ADUs and JADUs are residential uses. ADUs and JADUs that comply with this section are considered accessory uses and accessory buildings and therefore do not exceed the allowable density for the lots upon which ADUs and JADUs are located. ADUs and JADUs that comply with this section are considered to be consistent with the general plan and zoning designations for the lot. ADUs and JADUs, and the availability to construct ADUs and JADUs, will be counted for purposes of identifying adequate sites for housing in the City's housing element, as provided in Government Code Section 65583.1(a), and to reduce the City's share of the regional housing need, as provided in Government Code Section 65583.1(d).

C. Designated areas. ADUs and JADUs are allowed in all residential zoning districts, including mixed-use zones where residential uses are permitted. ADUs and JADUs are not permitted in nonresidential zoning districts where residential uses are not allowed.

D. Development standards. ADUs may be constructed on single-family and multifamily lots with a proposed or existing dwelling. ADUs may be attached, detached, or located within existing primary residences, or accessory structures. JADUs shall only be allowed on lots zoned for single-family residential use, and which are contained within a proposed or existing single-family dwelling.

E. ADUs and JADUs are subject to the normal requirements of the zoning district where the ADU and/or JADU will be constructed. Unless otherwise stated in this section, the requirements and standards of this Title that apply to the lot and the primary dwelling shall apply to any ADU and/or JADU, including parking, height, setback, floor area ratio, open space, and landscaping. All Fire and Building Code requirements that apply to detached dwellings and accessory structures generally shall apply to ADUs and JADUs.

1. Number of units. One ADU and one JADU are allowed per single-family residential lot. Lots with existing multifamily dwellings may construct up to two (2) detached ADUs, or ADUs up to twenty-five (25) percent of the number of existing multifamily dwelling units in nonlivable space (e.g., storage rooms, boiler rooms, passageways, attics, basements, or garages).

2. Unit size. Detached ADUs may have a total floor area of 1,200 square feet or less. ADUs attached to an existing primary dwelling may have a total floor area of fifty (50) percent or less of the area of the existing primary dwelling or 1,200 square feet, whichever is greater. ADUs and JADUs shall be at least 220 square feet. JADUs may not be more than 500 square feet in size.

3. Setbacks. A setback of four (4) feet from the side and rear lot lines is required for an ADU, unless the ADU is constructed within an existing primary dwelling or permitted accessory structure, or in the same location and to the same dimensions as an existing permitted accessory structure.

4. Building standards.

a. ADUs and JADUs shall not exceed a single story and 16 feet in height, unless constructed above an attached or detached garage, in which case the ADU/JADU shall not exceed the height limit of the applicable zoning district.

b. ADUs and JADUs must be architecturally compatible with the primary dwelling, having similar materials, colors, and style of construction. The design and size of ADUs and JADUs shall conform to all applicable standards of the building, health, and other codes adopted by the City.

c. Attached ADUs and JADUs shall be compatible with and made structurally a part of the primary dwelling (e.g., share a common wall with the primary dwelling, rely partially on the primary dwelling for structural support, or be attached to the primary dwelling).

d. Adequate provisions shall be made for the water and sewer service and drainage generated by the occupancy of the accessory dwelling unit as determined by the City Engineer. The ADU/JADU can either have shared or separate services for electric, gas, sewer, and water.

e. There shall be at least one (1) parking space per ADU, except as allowed by Government Code Section 65852.2. Additional parking is not required for JADUs.

f. Fire sprinklers are required for ADUs/JADUs if fire sprinklers are required for the primary residence.

5. Exception. All of the standards provided in this section may be relaxed or waived in order to allow construction of an attached or detached ADU that is at least 800 square feet and 16 feet in height with four-foot side and rear yard setbacks; provided, that the ADU is constructed in compliance with all Fire and Building Code requirements and applicable standards of the Development Code necessary to protect the public health and safety.

#### F. Connection, impact, and other fees.

1. Except as provided in Government Code Sections 65852.2 and 65852.22, ADUs and JADUs are subject to all fees and assessments required by the Lemoore Municipal Code for new residential construction, including connection fees, capacity charges, and impact fees.

2. An inspection fee shall be assessed for any inspection to determine if an ADU or JADU complies with applicable building standards.

#### G. Occupancy and ownership.

1. A certificate of occupancy shall be issued for the primary dwelling unit before a certificate of occupancy is issued for an ADU or JADU on the lot.

2. An ADU or JADU may be rented separate from the primary residence but may not be sold or otherwise conveyed separate from the primary residence. Rentals of ADUs and/or JADUs for less than thirty (30) days must comply with the requirements for short-term rentals units.

3. Owner-occupancy is not required for ADUs. Owner-occupancy is required for a single-family residence with a JADU. The owner may reside in either the single-family residence or the newly created JADU. Owner-occupancy is not required if the owner is a governmental agency, land trust, or housing organization.

4. A JADU may not be sold separate from the sale of the single-family residence. A deed restriction prohibiting the sale and restricting the size and attributes of the JADU, as provided by Government Code Section 65852.22, is also required.

H. Permit approval. A permit must be obtained for the construction or installation of an ADU or JADU. An application, together with the required fee in compliance with the City's fee schedule, shall be filed with the Department and accompanied by detailed and fully dimensioned plans, architectural drawings/sketches, elevations, floor plans, landscape plans, and/or any other data/materials identified in the Department handout for ADU/JADU applications. Following receipt of a completed application, the Director shall make an investigation of the facts bearing on the case to determine compliance with this section and ministerially approve a compliant application in accordance with (Gov. Code, 35852.2 subd. (a)(3) and (b)).

If the permit application to create an ADU or a JADU is submitted with a permit application to create a new single-family dwelling on the lot, the City may delay acting on the permit application for the ADU or the JADU until the City acts on the permit application to create the new single-family dwelling. The applicant may request a delay in the time available for the City to act on the application, as provided by State law.

I. Cottage home program standards. This section provides locational and general standards for the cottage home program which is allowed in the applicable residential areas, subject to the following criteria and standards. This subsection does not supplant the remainder of this section for ADU and JADU construction.

1. Cottage home. A cottage home is a type of ADU made available by the City and constructed in compliance with this subsection. A cottage home shall count towards the limit on the number of ADUs permitted on a single lot.

2. Zone districts. A cottage home is allowed in zones that allow an ADU.

3. Application procedures. Applications for the cottage home program shall be filed with the Community Development Department.

4. Developmental standards. A cottage home shall be constructed in compliance with the following developmental standards:

a. Only one cottage home unit shall be created on a single-family parcel.

b. The cottage home shall be built using plans provided by the City.

c. Adequate provisions shall be made for the water and sewer service and drainage generated by the occupancy of the cottage home unit as determined by the City Engineer. The cottage home can have either shared or separate services for electric, gas, sewer, and water.

J. Tiny house standards. A tiny house may be approved for use as an accessory dwelling unit if the following requirements are met:

1. The tiny house meets all the requirements for an accessory dwelling unit.

2. The tiny house has at least 100 square feet of first floor interior living space and includes basic functional areas that support normal daily routines such as cooking, sleeping, and toiletry.

3. The tiny house is designed and built to look like a conventional building structure.

4. The tiny house is licensed and registered with the California Department of Motor Vehicles and meets ANSI 119.2 or 119.5 requirements.
5. The tiny house is towable by a bumper hitch, frame-towing hitch, or fifth-wheel connection and cannot (nor is it designed to) move under its own power.
6. The tiny house is no larger than allowed by California State Law for movement on public highways.
7. No mechanical equipment is located on the roof of the movable tiny house.
8. When sited on a lot for more than 72 hours at a location visible from the public street, the tiny house shall have skirting that covers the wheels and undercarriage and that extends to ground level.
9. When sited on a lot for more than 72 hours, water and sewer connections shall be made permanent prior to occupancy. Shut-off valves, meters, and regulators shall not be located beneath the tiny house.

**TABLE 9-5A-4A  
DEVELOPMENT STANDARDS FOR RESIDENTIAL ZONING DISTRICTS**

Measurement/Zoning District	Residential Zoning Districts						
	AR	RVLD	RLD	RN	RLMD	RMD	RHD
Site area per dwelling unit, minimum (square feet)	No minimum	15,000	<del>6,000</del> <u>5,000</u>	3,000	3,000	2,500	1,700
Lot dimensions:							
Lot size, minimum (square feet)	40,000	<del>15,000</del> <u>10,000</u>	<del>7,000</del> <u>5,000</u>	3,000	3,000	2,000	2,000
<del>Lot size, maximum (square feet)</del>	<del>No maximum</del>	40,000	<del>15,000</del> 0	<del>7,000</del>	<del>7,000</del>	<del>5,000</del> <sup>4</sup>	<del>No maximum</del>
Lot width, minimum <sup>10</sup>	150'	<del>150'</del> <u>100'</u>	<del>60'</del> <u>50'</u>	50'	60'	60'	60'
Lot depth, minimum	200'	150'	100'	90'	90'	80'	80'
Setbacks, minimum:							
Front yard:							
Generally <sup>2,12</sup>	60'	<del>40'</del> <u>25'</u>	<del>18'</del> <u>15'</u>	15'	<del>20'</del> <u>15'</u>	<del>20'</del> <u>15'</u>	<del>20'</del> <u>15'</u>
To garage, front facing	-	-	20'	20'	20'	20'	20'
To garage, side load	-	-	15'	-	-	-	-
To porch	-	-	12'	12'	12'	12'	-
Side yard:							
Interior side	15'	10'	5' <sup>4</sup>	5' <sup>4</sup>	5'	10'	10'
Street side <sup>12</sup>	25'	15'	<del>15'</del> <u>10'</u>	<del>15'</del> <u>10'</u>	<del>15'</del> <u>10'</u>	15'	15'
Combined both sides	-	-	10'	10'	10'	-	-
Rear yard:							
Generally	10' <sup>4</sup>	10' <sup>4</sup>	10' <sup>4</sup>	10' <sup>4</sup>	10'	10'	10'
To detached alley loaded garage	5'	5'	5'	0'	0'	0'	0'
Abutting a street <sup>11</sup>	20'	20'	20'	20'	20'	-	-
Separation between buildings, minimum <sup>7</sup>	10'	10'	10'	10'	10'	10'	10'
Height, maximum	40'	40'	35'	35'	35'	45'	60'

Notes:

- ~~1. Reserved. Larger lot sizes may be permitted through site plan and architectural review for condominiums, townhomes, and similar attached developments.~~
- ~~2. Reserved. For single family residential subdivisions, the front yard setback of adjacent homes shall have a minimum 2 foot stagger between adjacent lots. Reduced setbacks may be approved as part of a planned unit development overlay zoning district or master home plan approval as a way to provide varied setbacks.~~

3. For every 1 foot in additional height, an additional 1 foot in setback is required.
4. Additional 5 feet is required for each additional story.
5. Required setback is 10 feet when adjacent to any residential zoning district.
6. Required setback is 15 feet when adjacent to any residential or mixed use zoning district.
7. Separation requirements apply to buildings on the same site as well as separation between buildings on adjacent parcels.
8. Also see subsection [9-5D1-2E](#), "Special Landscape Requirements", of this chapter for corresponding minimum landscaping and pervious surface requirements.
9. Additional building height may be allowed through site plan and architectural review when additional height is necessary for mechanical equipment as part of an industrial operation.
10. For flag lots, the minimum width for the access corridor shall be 10 feet. The lot width shall be measured from the front property line as described in section 9-5A-3, "Setback Determination And Requirements", of this article.
11. See section 9-5B-7, "Urban-Rural Edge", of this chapter.
12. 15 foot landscape buffer required along arterial and collector streets in addition to minimum setback. These 2 standards are not cumulative and may overlap. See subsection 9-5D1-2E2, "Landscape Buffers Required Along Arterial And Collector Streets", of this chapter.

(Ord. 2013-05, 2-6-2014; amd. Ord. 2015-08, 1-5-2016)

### **9-5C-3: DESIGN STANDARDS FOR RESIDENTIAL PROJECTS:**

The standards contained in this section shall apply to new residential development, including single-family residential subdivisions, master home plans, and multi-family residential developments. These standards are intended to implement the design concepts described above.

2. Building Placement And Orientation: Create diverse residential streetscapes that facilitate interaction between residents and include homes and residential structures that orient to the street.

~~— a. For single family residential subdivisions, the front yard setback of adjacent homes shall have a minimum two foot (2') stagger between adjacent lots.~~

**ba.** Multi-unit residential buildings (e.g., townhomes, condominiums, apartments) shall be designed with different building setbacks and facade variations when multiple buildings are provided.

**eb.** Orient home and building sites to take advantage of solar heating and opportunities for solar energy generation.

~~ec.~~ Residential development adjacent to open space/parks and other public spaces shall maintain visual access from residential units and common buildings to provide "eyes on the street" surveillance opportunities.

**ed.** Buildings shall be designed with structural and spatial variety along the front facades to avoid monotonous appearance.

## **May 2, 2023 Minutes Lemoore City Council Meeting**

### **CALL TO ORDER:**

*At 5:30 p.m., the meeting was called to order.*

ROLL CALL: Mayor: MATTHEWS  
Mayor Pro Tem: GORNICK  
Council Members: GARZA, LYONS, ORTH

City Staff and contract employees present: City Manager Olson; City Attorney Lerner; Public Works Director Rivera; Police Chief Kendall; Management Analyst Reeder; City Clerk Avalos.

### **AGENDA APPROVAL, ADDITIONS, AND/OR DELETIONS**

*No Agenda Additions and/or Deletions.*

### **PUBLIC COMMENT**

*Alex Walker with Lemoore Rotary provided Council Members with a green ribbon and magnet representing mental health awareness month. He thanked Kings County Behavioral Health for sharing resources. He wants to bring awareness to resources available. Residents can visit [kcbh.org](http://kcbh.org) for resources and to celebrate mental health awareness month.*

### **CEREMONIAL / PRESENTATION – Section 1**

*No Ceremonies or Presentations.*

### **DEPARTMENT AND CITY MANAGER REPORTS – Section 2**

*Public Works Director Rivera stated there will be a pre-bid walk for Daphne storm drain this week. Lift Station 9A will be posted for bid this week. Getting feedback from PG&E on the street lights that will be going on the poles.*

*Police Chief Kendall stated that Officer Gresham has been selected to receive the 2022 MAD award. He won the award last year as well. He made 43 DUI arrests in 2022. The award ceremony will be held on Thursday, July 13<sup>th</sup> at the Grand 1401 in Fresno. Wednesday, May 17<sup>th</sup> the Kings County Peace Officers Memorial will be held at the Government Center courtyard. This event is open to the public and everyone is invited to attend. 8 individuals who graduated the Citizens Academy have applied for the Volunteers in Policing (VIP) Program. The VIP Academy will start on May 24<sup>th</sup>.*

*City Manager Olson attended the Mosquito Abatement meeting. Due to the excess of water, there will be a need to use crop dusters for mosquito applications to increase the coverage area. The wells are holding well. The river is flowing at 13,000 cfs. The \$2 million dollar grant funds for the Fire Department has been received. The Planning Commission approved the Maverik truck stop at the meeting last week.*

### CONSENT CALENDAR – Section 3

- 3-1 Approval – Minutes – Regular Meeting – April 18, 2023
- 3-2 Approval – Resolution 2023-10 – Intention to Annex and Include Additional Territories (Tract 820) in Public Facilities Maintenance District No. 1 in the City of Lemoore, and Levy and Collect Annual Assessments in Such Annexed Territories for Fiscal Year 2023-2024 and Thereafter
- 3-3 Approval – Resolution 2023-11 – Intention to Annex and Include Additional Territories in Public Facilities Maintenance District No. 1 in the City of Lemoore, and Levy and Collect Annual Assessments in Such Annexed Territories for Fiscal Year 2023-2024 and Thereafter
- 3-4 Approval – Acceptance of Donations from American Legion Post 100 and Lemoore Lions Club
- 3-5 Approval – Agreement between West Hills Community College District (West Hills Lemoore) and the City of Lemoore for Campus Police Officer
- 3-6 Approval – Board of State and Community Corrections (BSCC) – Officer Wellness Grant
- 3-7 Approval – Resolution 2023-12 – Reviewing Ordinance 2022-02 and Policy 709 of the Lemoore Police Department Police Manual Authorizing the Use of Military Equipment in Accordance with Government Code Section 7070, et. seq.

*Items 3-2, 3-3, 3-4, 3-6 and 3-7 were pulled for separate consideration.*

*Motion by Council Member Orth, seconded by Council Member Lyons, to approve the Consent Calendar, except items 3-2, 3-3, 3-4, 3-6, and 3-7.*

*Ayes: Orth, Lyons, Garza, Gornick, Matthews*

- 3-2 Approval – Resolution 2023-10 – Intention to Annex and Include Additional Territories (Tract 820) in Public Facilities Maintenance District No. 1 in the City of Lemoore, and Levy and Collect Annual Assessments in Such Annexed Territories for Fiscal Year 2023-2024 and Thereafter
- 3-3 Approval – Resolution 2023-11 – Intention to Annex and Include Additional Territories in Public Facilities Maintenance District No. 1 in the City of Lemoore, and Levy and Collect Annual Assessments in Such Annexed Territories for Fiscal Year 2023-2024 and Thereafter

*Motion by Council Member Orth, seconded by Council Member Lyons, to approve Resolution 2023-10 and Resolution 2023-11.*

*Ayes: Orth, Lyons, Garza, Gornick, Matthews*

- 3-4 Approval – Acceptance of Donations from American Legion Post 100 and Lemoore Lions Club

*Motion by Council Member Orth, seconded by Council Member Lyons, to accept the donations from American Legion Post 100 and Lemoore Lions Club.*

*Ayes: Orth, Lyons, Garza, Gornick, Matthews*

- 3-6 Approval – Board of State and Community Corrections (BSCC) – Officer Wellness Grant

*Motion by Council Member Orth, seconded by Mayor Pro Tem Gornick, to accept the Board of State and Community Corrections (BSCC) – Officer Wellness Grant.*

*Ayes: Orth, Gornick, Garza, Lyons, Matthews*

3-7 Approval – Resolution 2023-12 – Reviewing Ordinance 2022-02 and Policy 709 of the Lemoore Police Department Police Manual Authorizing the Use of Military Equipment in Accordance with Government Code Section 7070, et. seq.

*Motion by Mayor Pro Tem Gornick, seconded by Council Member Garza, to approve Resolution 2023-12, Reviewing Ordinance 2022-02 and Policy 709 of the Lemoore Police Department Manual Authorizing the Use of Military Equipment in Accordance with Government Code Section 7070, et seq..*

*Ayes: Gornick, Garza, Lyons, Orth, Matthews*

#### PUBLIC HEARINGS – Section 4

*No Public Hearings.*

#### NEW BUSINESS – Section 5

*No New Business.*

#### BRIEF CITY COUNCIL REPORTS AND REQUESTS – Section 6

6-1 City Council Reports / Requests

*Council Member Garza stated that the crosswalk at Cinnamon and 19<sup>th</sup> near Freedom Elementary is not working.*

*Council Member Lyons thanked Police, Fire, City Manager's Office, and Parks and Recreation. He attended Lemoore Days. Unfortunately, there was no dunk tank at Lemoore Days.*

*Council Member Orth attended Kings Rural Transit Authority last week. Ground testing was approved for new transit center. They are hoping to award a contractor by July. 2 weeks of free bus passes will be available for the month of December. It will be the 1<sup>st</sup> week and 4<sup>th</sup> week of December. Quarterly passes are also offered. There are 550 bus passes available. Lemoore Days was nice. Benjamin did a good job. He thanked Police, Fire, and Public Works. The whole city works hard. He thanked Nathan for his update regarding the water.*

*Mayor Pro Tem Gornick echoed his colleagues' comments. He provided an update regarding SFKGSA. A meeting was held to approve an interim aquafer. Looking at places to identify potential groundwater recharge areas.*

*Mayor Matthews attended the PG&E briefing regarding the flooding on April 19<sup>th</sup>. There is currently 120 accounts without power. They are working proactively. The number can change. San Joaquin Valley Air Pollution Control meeting was a long meeting. She also attended Lemoore Days on April 21<sup>st</sup> and April 22<sup>nd</sup>. It was a great event. She thanked the City of Lemoore for partnering. She attended the Lemoore Little League fundraiser at the Fresno State baseball game. She learned a lot of baseball chants. It was a great game. She attended the Kings/Fresno County water meeting held by Verboon and Mendes. There is a lot of information out there. On April 28<sup>th</sup> she attended the SSJVD Golf Tournament in Dinuba. She thanked the team and stated*

*it was a lot of fun. Rockin' the Arbor will be on May 5<sup>th</sup> in Downtown. City County Coordinating meeting is being held on Wednesday, May 10<sup>th</sup> hosted by the City of Hanford. KCAO Food Distribution will be held on May 15<sup>th</sup> at 8:00 a.m. There will be a Red, White, and Blue Lemoore Community Dance sponsored by the Chamber and Fleet Reserve.*

ADJOURNMENT

*At 6:07 p.m., Council adjourned.*

*Approved the 16<sup>th</sup> day of May 2023.*

APPROVED:

\_\_\_\_\_  
Patricia Matthews, Mayor

ATTEST:

\_\_\_\_\_  
Marisa Avalos, City Clerk



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## Staff Report

**Item No: 3-2**

**To: Lemoore City Council**

**From: Randon Reeder, Management Analyst**

**Date: April 21, 2023**

**Meeting Date: May 16, 2023**

**Subject: Budget Amendment – CIP 5013 – Bush Street Overlay**

**Strategic Initiative:**

- |   |  |
|---|--|
| <input type="checkbox"/> Safe & Vibrant Community                       | <input type="checkbox"/> Growing & Dynamic Economy |
| <input type="checkbox"/> Fiscally Sound Government                      | <input type="checkbox"/> Operational Excellence    |
| <input checked="" type="checkbox"/> Community & Neighborhood Livability | <input type="checkbox"/> Not Applicable            |

**Proposed Motion:**

Approve budget amendment in the amount of \$15,025 for CIP 5013 – Bush Street Overlay and authorize the City Manager, or designee, to sign the budget amendment.

**Subject/Discussion:**

Bush Street Overlay is a current CIP that that was awarded to Terra West Construction on May 3, 2022. This project included an overlay on Bush Street from 19<sup>th</sup> Avenue to 19 ½ Avenue. A change order for additional concrete and drive approaches to be corrected during construction was needed. This project did not go over contingency, but a budget amendment is needed to close out the project.

**Financial Consideration (s):**

\$910,000 was budgeted for this project and was included in the FY 2022 budget. This budget amendment in the amount of \$15,025 from Fund 030 is required to complete the project.

**Alternatives or Pros/Cons:**

Not Applicable.

**Commission/Board Recommendation:**

Not Applicable.

**Staff Recommendation:**

Approve budget amendment in the amount of \$15,025 to CIP 5013 – Bush Street Overlay, and authorize the City Manager, or designee, to execute the budget amendment.

**Attachments:**

- ☐ Resolution:
  - ☐ Ordinance:
  - ☐ Map
  - ☐ Contract
  - ☒ Other
- List: Budget Amendment

**Review:**

- ☐ Asst. City Manager
- ☒ City Attorney
- ☒ City Clerk
- ☒ City Manager
- ☐ Finance

**Date:**

5/12/2023  
5/12/2023  
5/10/2023



# CITY OF LEMOORE

## BUDGET AMENDMENT FORM

Date:	5/9/2023	Request By:	Randon Reeder
Requesting Department: Public Works			

### TYPE OF BUDGET AMENDMENT REQUEST:

- ☒ Appropriation Transfer within Budget Unit
- ☐ All other appropriations (Attach Council approved Staff Report)

### FROM:

Fund	Budget Unit	Account	Current Budget	Proposed Increase/Decrease:	Proposed New Budget
34	3590		\$ 72,968.00	\$ (15,025.00)	\$ 57,943.00
-	-				\$ -

### TO:

Fund	Budget Unit	Account	Current Budget	Proposed Increase/Decrease:	Proposed New Budget
403	5013	4310	\$ 120,000.00	\$ 11,396.52	\$ 131,396.52
403	5013	4317	\$ 592,985.55	\$ 3,628.48	\$ 596,614.03
					\$ -
					\$ -
-	-				\$ -
					\$ -

### JUSTIFICATION FOR CHANGE/FUNDING SOURCE:

Project extended into FY 23. Adding funds for project expenditures.

### APPROVALS:

Department Head:	Date:
City Manager:	Date:
Completed By:	
Date:	



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## Staff Report

Item No: 3-3

**To:** Lemoore City Council  
**From:** Nathan Olson, City Manager  
**Date:** April 21, 2023 **Meeting Date:** May 16, 2023  
**Subject:** Administrative Policy 2023-02 – Donation and Gift Policy

**Strategic Initiative:**

<input type="checkbox"/> Safe & Vibrant Community	<input type="checkbox"/> Growing & Dynamic Economy
<input checked="" type="checkbox"/> Fiscally Sound Government	<input checked="" type="checkbox"/> Operational Excellence
<input type="checkbox"/> Community & Neighborhood Livability	<input type="checkbox"/> Not Applicable

**Proposed Motion:**

Approve Administrative Gift Policy 2023-02 – Donation and Gift Policy.

**Subject/Discussion:**

The City of Lemoore receives many donations from individuals, community organizations, and businesses throughout the year for various programs, events, and projects. The purpose of adopting this policy is to establish a formal process for acceptance and documentation of donations made to the City.

Administrative Policy 2023-02 outlines the different types of donations, acceptance of donations, acknowledgement of donations, distribution of donations and acceptance of gifts to employees and/or elected officials. Included in the policy are two forms: Donation Acceptance form and Donation and Gift Policy Acknowledgement form. When donations are received, a Donation Acceptance form will be required to be completed by the receiving department. All employees and new hires will be required to complete a Donation and Gift Policy acknowledgement form to be placed in their personnel file.

This policy authorizes the City Manager or designee to accept donations under \$50,000 will create an efficient and consistent process. Donations will be accepted when they have a purpose consistent with City’s goals and objectives. Donations over \$50,000 will be taken to City Council for approval.

**Financial Consideration(s):**

Donations will be accepted and deposited in the appropriate fund.

**Alternatives or Pros/Cons:****Pros:**

- Establishment of a formal process.

**Cons:**

- None noted.

**Commission/Board Recommendation:**

Not Applicable.

**Staff Recommendation:**

Staff recommends the approval of Administrative Policy 2023-02 – Donation and Gift Policy.

**Attachments:**

- ☐ Resolution:
- ☐ Ordinance:
- ☐ Map
- ☐ Contract
- ☒ Other

List: Administrative Policy 2023-02

**Review:**

- ☐ Asst. City Manager
- ☒ City Attorney
- ☒ City Clerk
- ☒ City Manager
- ☐ Finance

**Date:**

5/12/2023

5/12/2023

5/10/2023



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## **Administrative Policy 2023-02:**

### **DONATION AND GIFT POLICY**

#### **PURPOSE:**

The purpose of this policy is to establish a formal process for acceptance and documentation of donations made to the City. This policy provides guidance when individuals, community groups, and businesses wish to make donations to the City. This policy also establishes the standards for City employees and City officials regarding the acceptance of gifts during the performance of City business.

#### **TYPES OF DONATIONS:**

Donations may be offered in the form of cash, real or personal property. Designated donations means those donations that the donor specifies for a particular City department, location, or purpose. Undesignated donations means those donations that are given to the City for an unspecified use.

#### **CONSISTENCY WITH CITY INTERESTS:**

Designated donations may only be accepted when they have a purpose consistent with the City's goals and objectives and are in the best interest of Lemoore. The City must always consider the public trust and comply with all applicable laws when accepting donations.

#### **ACCEPTANCE OF UNDESIGNATED DONATIONS OF CASH OR TANGIBLE ITEMS:**

All donations to the City, including offers to employees related to the City, shall immediately be submitted for consideration of acceptance. Based on the value of the donation offered as outlined below, appropriate City staff shall review every donation and determine if the benefits to be derived warrant acceptance of the donation. The following points list the threshold amounts for donation acceptance.

- A. Offers of donations of cash or items valued up to \$50,000 may be accepted by the City Manager, or designee.
- B. Offers of donations of cash items valued more than \$50,000 must be accepted by the City Council.
- C. Offers of donations for gratuitous purposes (e.g. holiday gift baskets, etc.) to any employee, department or the City shall be made available to benefit all employees.

### **ACCEPTANCE OF DESIGNATED DONATIONS OF CASH OR TANGIBLE ITEMS:**

Based on the value of the donation offer as outlined in Section 3 above, appropriate City staff will review the conditions of any designated donation and determine if the benefits to be derived warrant acceptance of the donation. Criteria for the evaluation include but are not limited to:

- A. Consideration of an immediate or initial expenditure is required in order to accept the donation.
- B. The potential and extent of the City's obligation to maintain, match, or supplement the donation.

### **ACKNOWLEDGMENT OF DONATIONS**

- A. A Donation Acceptance Form is required to be completed by the City Manager's Office for all donations provided to the City (form attached).
- B. Acknowledgement of the donation should be in writing. Undesignated donations shall be acknowledged by the City Manager's Office. A copy of the acknowledgement agreement should be forwarded to donors.
- C. The Donor Acceptance Form including the donor names and donation amounts are public information subject to disclosure pursuant to the California Public Records Act.

### **DECLINED DONATIONS**

The City of Lemoore reserves the right to decline any donations if, upon review, acceptance of the donation offer is determined in the sole discretion of the City to be not in the best interests of the City.

### **DISTRIBUTION OF DONATION**

- A. Tangible items will be distributed to appropriate City departments for use or, at the discretion of the City Manager or designee, disposed of in an appropriate manner according to this policy.
- B. Donations of cash for designated donations will be deposited into the appropriate revenue account for the designated City department.
- C. Donations of cash for undesignated donations under \$10,000 will be deposited into the City's General Fund donation account. Undesignated donations in an amount over \$10,000 will be distributed at the direction of City Council.

### **DISSEMINATION OF INFORMATION**

- A. A copy of each Donation Acceptance Form for accepted donations shall be forwarded for information to the City to the City Council by the City Manager's Office.

- B. A copy of each Donation Acceptance Form for accepted donations shall be forwarded for information to the Finance Department and the designated department for which the donation was assigned.
- C. Each original Donation Acceptance Form shall be maintained by the City Clerk's Office.

**ACCEPTANCE OF GIFTS TO EMPLOYEES AND/OR ELECTED OFFICIALS OF THE CITY:**

- A. Employees and officials of the City are required to be objective and fair in dealing with the public and persons or firms doing business with the City. Employees shall not solicit or accept gifts or gratuities for the performance of their City job responsibilities.
- B. No City official or employee shall directly or indirectly solicit, accept, or attempt to accept any money, fee, credit, gift, gratuity, object of value, or compensation of any kind which the official or employee knows, or has reason to know is being offered:
  - 1. For the purpose of improperly obtaining or rewarding favorable treatment;
  - 2. With interest to influence the official or employee in the discharge of official duties or;
  - 3. In consideration of having exercised official powers or performed official duties.
- C. Anonymous gifts shall be delivered to the City Manager for appropriate disposition.
- D. This policy does not prohibit a City official from accepting anything of value by way of a gift when such a gift is made to and accepted on behalf of, the City of Lemoore. All such gifts to the City shall be forwarded to the City Manager or designee for compliance with this policy whenever possible; the City Manager or designee will ensure that all such gifts are shared by all City staff. An example of such gifts would be those received during holiday periods.
- E. Under the Political Reform Act, public officials and employees are required to disclose certain personal financial holdings as outlines in California Government Code sections 81000-91014. The Fair Political Practices Commission requires all public officials and employees to file a 'conflict-of-interest statement,' known as Form 700. In Schedule D of Form 700, details requirements in reporting gifts of a dollar value and shall be used.

CITY OF LEMOORE  
**DONATION ACCEPTANCE FORM**

**Name of Donor:** \_\_\_\_\_

**Address:** \_\_\_\_\_ **City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

**Description of Donation:** \_\_\_\_\_

\_\_\_\_\_

**Donor Estimate of Current Value:** \_\_\_\_\_

**Potential Immediate or Initial Acquisition or Installation Cost, Any On-Going Maintenance or Replacement Cost:** \_\_\_\_\_

\_\_\_\_\_

**Intended Use:** \_\_\_\_\_

**Conditions of Acceptance or Donor Designation:** \_\_\_\_\_

**Remarks:** \_\_\_\_\_

**City Department Receiving Donation:** \_\_\_\_\_



**APPROVED**



**UNAPPROVED**

\_\_\_\_\_  
Date

\_\_\_\_\_  
City Manager Signature

\_\_\_\_\_  
Date Submitted to Council

\_\_\_\_\_  
Date Approved by Council

NOTE: The City of Lemoore cannot guarantee future funding for repair, maintenance, use or replacement of donated items.

cc: City Council, Finance Department, City Clerk

CITY OF LEMOORE  
**DONATION AND GIFT POLICY ACKNOWLEDGEMENT**

I have received and read the City of Lemoore Donation and Gift Policy and understand its provisions. I further understand that when I sign this acknowledgement form it will be placed in my personnel file.

---

Employee (Print Name)

---

Signature

---

Date



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## Staff Report

Item No: 3-4

**To:** Lemoore City Council  
**From:** Nathan Olson, City Manager  
**Date:** May 3, 2023                      **Meeting Date:** May 16, 2023  
**Subject:** Resolution 2023-13 – To Review and Renew the Declaration of a Local Emergency and the Related Declarations and Orders Therein

**Strategic Initiative:**

<input type="checkbox"/> Safe & Vibrant Community	<input type="checkbox"/> Growing & Dynamic Economy
<input type="checkbox"/> Fiscally Sound Government	<input type="checkbox"/> Operational Excellence
<input type="checkbox"/> Community & Neighborhood Livability	<input type="checkbox"/> Not Applicable

**Proposed Motion:**  
Adopt Resolution 2023-13, to review and renew the declaration of a local emergency, and the related declarations and orders therein.

**Subject/Discussion:**  
Proclamation 2023-01 was adopted on March 27, 2023, ratifying the declaration of a local emergency.

Conditions of disaster or of extreme peril to the safety of persons and property arose within the City of Lemoore on March 24, 2023, caused by recent atmospheric river storms bringing significant amounts of runoff and flooding to Kings County, surrounding agricultural lands, and throughout California in a short period of time, all of which is further described in the Director’s Emergency Proclamation.

The City Manager acting as the Director proclaimed the existence of a Local Emergency within the City on March 24, 2023 and issued Emergency Orders effective immediately in accordance with the Local Emergency Proclamation.

The Resolution states that the local emergency shall be reviewed at least once every sixty (60) days, as required by law.

**Financial Consideration(s):**

Full fiscal impacts are unknown at this time.

**Alternatives or Pros/Cons:**

City Council could require that each decision be made by City Council, however, that option could lead to numerous issues including, but not limited to, untimely delays in protecting the safety of the public and property, additional monetary losses, as well as infringe upon the Council – Manager form of government, whereby the City Manager is responsible for decisions on day-to-day operations.

**Staff Recommendation:**

Approve Resolution 2023-13, to review and renew the declaration of a local emergency, and the related declarations and orders therein.

**Attachments:**

☒ Resolution: 2023-13  
☐ Ordinance:  
☐ Map  
☐ Contract  
☒ Other  
List: Resolution 2023-06  
Proclamation 2023-01

**Review:**

☐ Asst. City Manager  
☒ City Attorney  
☒ City Clerk  
☒ City Manager  
☐ Finance

**Date:**

5/12/2023  
5/12/2023  
5/10/2023

## **RESOLUTION NO. 2023-13**

### **A RESOLUTION OF THE LEMOORE CITY COUNCIL TO REVIEW AND RENEW THE DECLARATION OF A LOCAL EMERGENCY, AND THE RELATED DECLARATIONS AND ORDERS THEREIN.**

**WHEREAS**, California Government Code section 8630 and Lemoore Municipal Code section 2-4-4 empowers the Director of Emergency Services (“Director”) to proclaim a Local Emergency if the City Council is not in session, and requires that the City Council shall take action to ratify the Proclamation within seven (7) days thereafter; and

**WHEREAS**, conditions of disaster or of extreme peril to the safety of persons and property arose within the City of Lemoore on March 24, 2023, caused by recent atmospheric river storms bringing significant amounts of runoff and flooding to Kings County, surrounding agricultural lands, and throughout California in a short period of time, all of which is further described in the Director’s Emergency Proclamation (Attached hereto as **Exhibit A**); and

**WHEREAS**, the City Manager acting as the Director proclaimed the existence of a Local Emergency within the City on the 24<sup>th</sup> day of March, 2023; and

**WHEREAS**, the City Council ratified and confirmed the Director’s proclamation of the existence of a Local Emergency within the City on the 27<sup>th</sup> day of March, 2023; and

**WHEREAS**, California Government Code section 8630 requires the City Council to review the need for continuing the Local Emergency at least once every sixty (60) days; and

**WHEREAS**, the City Council does hereby find that the above described conditions of disaster or of extreme peril have not abated, that because of the flooding the City is still unable to provide full uninterrupted water service to City customers, and that the existence of a Local Emergency continues within the City.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Lemoore as follows:

1. The Proclamation of Local Emergency Due to flood releases is hereby continued.
2. The following declarations, orders, and restrictions remain in place:
  - a. The Director acting as the City Manager has authority to transfer funds as necessary to respond to the Local Emergency in all respects.
  - b. The Director may waive all local, State, and federal bidding and requests for proposal requirements prior to entering into contracts that the Director deems necessary to remedy the conditions relating to the Local

Emergency. The Director shall make reasonably prudent business decisions under the circumstances.

- c. A copy of this Resolution continuing the Director's Emergency Proclamation, shall be forwarded to the Kings County Office of Emergency Services, as well as appropriate State and Federal agencies with the coordination of the Kings County Office of Emergency Services, for reimbursement under state and federal disaster assistance acts. The Director is hereby designated as the authorized representative for public assistance, and the Director shall receive, process, and coordinate all inquiries, filings, and requirements necessary to obtain available state and/or federal assistance to the City for coping with the Local Emergency.
3. The local emergency shall be reviewed at least once every sixty (60) days as required by law, and otherwise be deemed to continue to exist until its termination is proclaimed by the City Council of the City of Lemoore.

**PASSED AND ADOPTED** at a Regular Meeting of the City Council of the City of Lemoore held on the 16<sup>th</sup> day of May 2023 by the following vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

ATTEST:

APPROVED:

---

Marisa Avalos  
City Clerk

---

Patricia Matthews  
Mayor

**RESOLUTION NO. 2023-06**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEMOORE  
RATIFYING AND EXTENDING THE PROCLAMATION  
OF LOCAL EMERGENCY ISSUED ON MARCH 24, 2023  
RELATED TO FLOOD CONDITIONS**

**WHEREAS**, on March 24, 2023, the City of Lemoore Director of Emergency Services, City Manager Nathan Olson, issued a Proclamation declaring the existence of a local emergency, pursuant to Government Code section 8550 *et seq.* and Section 2-4-4 of the Lemoore Municipal Code, a true and correct copy of which is attached as Exhibit A (“Proclamation”); and

**WHEREAS**, the Proclamation was based on the actual or threatened existence of conditions of extreme peril to the safety of persons and property within the City of Lemoore caused by the recent atmospheric river storms and winter weather events which have brought significant amounts of runoff and flooding to Kings County, surrounding agricultural lands, and throughout California in a short period; and

**WHEREAS**, the Proclamation was further based on the large amounts of snow accumulated in the Sierra Nevada Mountains and destined for the watersheds of the Kings River, the Kaweah River, the Tule River and Cross Creek, in relation to which the City anticipates more flood releases from Pine Flat Dam, Terminus Dam and Success Dam, and controlled flood flows in Tulare River, Dry Creek, Cross Creek and other streams, on both the east and west sides of the Valley; and

**WHEREAS**, the City Council hereby finds that the above conditions of peril constituted an imminent and proximate threat to public safety warranted and necessitated the Proclamation and that such emergency conditions continue to exist; and

**WHEREAS**, pursuant to Government Code section 8630, the local emergency shall not remain in effect for more than seven (7) days unless ratified by the City Council; and

**WHEREAS**, the City Council desires to exercise its authority under Government Code section 8630 and Section 2-4-4 of the Lemoore Municipal Code to ratify the Proclamation and further to petition the Kings County Board of Supervisors and the Governor of the State of California for all assistance presently available to provide equipment, resources, manpower, and budgetary assistance in times of emergency.

**WHEREAS**, California Public Contract Code Section 22050(a) provides that in the case of an emergency, a public agency, pursuant to a four-fifths vote of its Governing Body, may repair or replace a public facility, take any directly related and immediate action required by that emergency, and procure the necessary equipment, services, and supplies for those purposes, without giving notice for bids to let contracts; and

**WHEREAS**, pursuant to Section 22050(b), the City Council, by a four-fifths vote, may delegate, by resolution or ordinance, to the appropriate county administrative officer, chief engineer, or other nonelected agency officer, the authority to order any action pursuant to Section 22050(a).

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Lemoore as follows:

1. The Proclamation issued by the City of Lemoore Director of Emergency Services on March 24, 2023, is hereby ratified.

2. The City Council petitions the Kings County Board of Supervisors and the Governor of the State of California for all assistance available including equipment, manpower, and budgetary resources to help to protect the life and property of the residents of the City of Lemoore under the current conditions of extreme peril.

3. The City Council finds that the above-described conditions further constitute emergency conditions within the meaning of Public Contract Code section 22050, which will not permit delay resulting from a competitive solicitation of bids for public works projects in relation to such conditions, and hereby authorizes the City Manager, or his designee, to enter into a public works contract or contracts directly related to and immediately required by said conditions, and to use, if necessary, day labor or force account for the performance of the work, including labor and furnishing of all materials or supplies in connection therewith, without advertising for or inviting bids. If the City Manager, or his designee, takes any action in accordance with this authorization, a report shall be made to the City Council justifying why the emergency would not permit a delay resulting from a competitive solicitation for bids and why the action was necessary to respond to the emergency. Said report shall be presented to the City Council, and City Council shall review the action, not later than seven (7) days after the action, or at its next regularly scheduled meeting if that meeting will occur not later than fourteen (14) days after the action.

4. The need for continuing this local emergency shall be reviewed as required by Government Code section 8630 and the City Council shall proclaim the termination of this local emergency at the earliest possible date that conditions warrant.

**PASSED AND ADOPTED** by the City Council of the City of Lemoore at a Regular Meeting held on 27<sup>th</sup> day of March 2023 by the following vote:

AYES: Orth, Gornick, Lyons, Matthews

NOES: None

ABSENT: None

ABSTAIN: None

ATTEST:



Marisa Avalos  
City Clerk

APPROVED:



Patricia Matthews  
Mayor

**PROCLAMATION NO. 2023-01**

**A PROCLAMATION BY THE CITY OF LEMOORE DIRECTOR OF EMERGENCY SERVICES PROCLAIMING THE EXISTENCE OF A LOCAL EMERGENCY PURSUANT TO CALIFORNIA GOVERNMENT CODE §8550 et. seq.**

**WHEREAS**, Section 2-4-4 of the Lemoore Municipal Code authorizes the Director of Emergency Services for the City of Lemoore (“Director”) to proclaim the existence or threatened existence of a local emergency when the City of Lemoore is affected or likely to be affected by the actual or threatened existence of extreme conditions of disaster and peril to the safety of persons within the City; and

**WHEREAS**, the Director is authorized to make this Proclamation when the City Council is not in session, in which case the Proclamation shall be sent to the City Council for consideration within seven days; and

**WHEREAS**, Government Code 8680.3 defines “disaster” as “a fire, flood, storm, tidal wave, earthquake, terrorism, epidemic, or other similar public calamity that the Governor determines presents a threat to public safety”;

**WHEREAS**, the Governor declared a State of Emergency throughout California related to the series of atmospheric river systems impacting California on January 4, 2023; and

**WHEREAS**, President Joe Biden through the Department of Homeland Security issued a Notice of Emergency Declaration on January 9, 2023 covering areas in the State of California and on January 11, 2023 issued Amendment No. 2 to the Notice to include Kings County; and

**WHEREAS**, the Governor again declared a State of Emergency on March 1, 2023, due to conditions of extreme peril to the safety of person and property due to the impacts of storms across California beginning late February 2023; and

**WHEREAS**, recent atmospheric river storms have brought significant amounts of runoff and flooding to Kings County, surrounding agricultural lands, and throughout California in a short period of time, causing an imminent threat of mass flooding and flood related disasters throughout Kings County, including City of Lemoore; and

**WHEREAS**, with the impending large amounts of snow accumulated in the Sierra Nevada Mountains and destined for the watersheds of the Kings River, the Kaweah River, the Tule River and Cross Creek, the City anticipates more flood releases from Pine Flat Dam, Terminus Dam and Success Dam and uncontrolled flood flows in Tule River, Dry Creek, Cross Creek and other local streams, on both the east and west sides of the Valley; and

**WHEREAS**, these conditions constitute an extreme peril to the health, safety and welfare of persons in Lemoore, and such conditions are beyond the control of the services, personnel, equipment, and facilities of this City, therefore, necessitating this Proclamation of the existence of a local emergency; and

**WHEREAS**, City’s local resources are inadequate to respond to the imminent threat, and the resources of multiple political subdivisions of the State of California are required to respond to these conditions; and

**WHEREAS**, the Lemoore City Council is not in session, and cannot immediately be called into session.

**NOW, THEREFORE, THE DIRECTOR OF EMERGENCY SERVICES OF THE CITY OF LEMOORE DOES HEREBY PROCLAIM:**

The conditions of disaster and extreme peril to the safety of persons and property have arisen within the City of Lemoore and County of Kings caused by the large amounts of snow accumulated in the Sierra Nevada Mountains, precipitation from atmospheric river storms and imminent threat of flooding the City is experiencing as a result, and therefore, a local emergency now exists in the City of Lemoore.

**NOW, THEREFORE, IT IS HEREBY PROCLAIMED:** By the City of Lemoore Director of Emergency Services that the State of California waive any regulations that may hinder response and recovery efforts and to make available recovery assistance under the California Disaster Assistance Act.

1. This Emergency Proclamation is issued pursuant to the Emergency Services Act, commencing with Government Code §8550.
2. This Proclamation shall be reviewed and ratified by the Lemoore City Council within 7 days, or it shall have no further force of effect. This Proclamation shall take effect immediately.

Dated: March 24, 2023



---

Nathan Olson, City Manager and Director of  
Emergency Service for the City of Lemoore



711 West Cinnamon Drive • Lemoore, California 93245 • (559) 924-6744 • Fax (559) 924-9003

## Staff Report

**Item No: 3-5**

**To: Lemoore City Council**

**From: Randon Reeder, Management Analyst**

**Date: May 5, 2023**

**Meeting Date: May 16, 2023**

**Subject: Local Road and Safety Plan (LRSP)**

**Strategic Initiative:**

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Safe & Vibrant Community            | <input type="checkbox"/> Growing & Dynamic Economy         |
| <input type="checkbox"/> Fiscally Sound Government                      | <input checked="" type="checkbox"/> Operational Excellence |
| <input checked="" type="checkbox"/> Community & Neighborhood Livability | <input type="checkbox"/> Not Applicable                    |

**Proposed Motion:**

Approve the Local Road and Safety Plan (LRSP).

**Subject/Discussion:**

In November 2022, the City entered into an agreement with Minagar & Associates for the creation of a Local Road and Safety Plan (LRSP). A LRSP is required to be completed every five years and must be submitted and on file with CalTrans.

The Local Road and Safety Plan (LRSP) is a safety plan for the City of Lemoore to establish a safe transportation environment that has safer roads, safer people, safer speed, and safer vehicles. The project includes collecting collision data from the past five years to identify local hot spots and risk factors. This data was reviewed and analyzed to identify predominant collision types and identify roadway features that have contributed to those collisions. Based on the analysis, countermeasures have been proposed including all possible treatments and potential collision reductions.

This plan was also reviewed with community members such as Greater Kings County Chamber of Commerce, local schools, law enforcement agencies, and City staff.

**Financial Consideration (s):**

The LRSP is required to be on file with Caltrans in order to receive future grant funds for street projects.

**Alternatives or Pros/Cons:**

Not accept the proposed plan and be ineligible for future grant funds for street projects.

**Commission/Board Recommendation:**

Not Applicable.

**Staff Recommendation:**

Staff recommends the approval of the Local Road and Safety Plan.

**Attachments:**

- ☐ Resolution:
- ☐ Ordinance:
- ☐ Map
- ☐ Contract
- ☒ Other

List: Local Road and Safety Plan

**Review:**

- ☐ Asst. City Manager
- ☒ City Attorney
- ☒ City Clerk
- ☒ City Manager
- ☐ Finance

**Date:**

5/12/2023

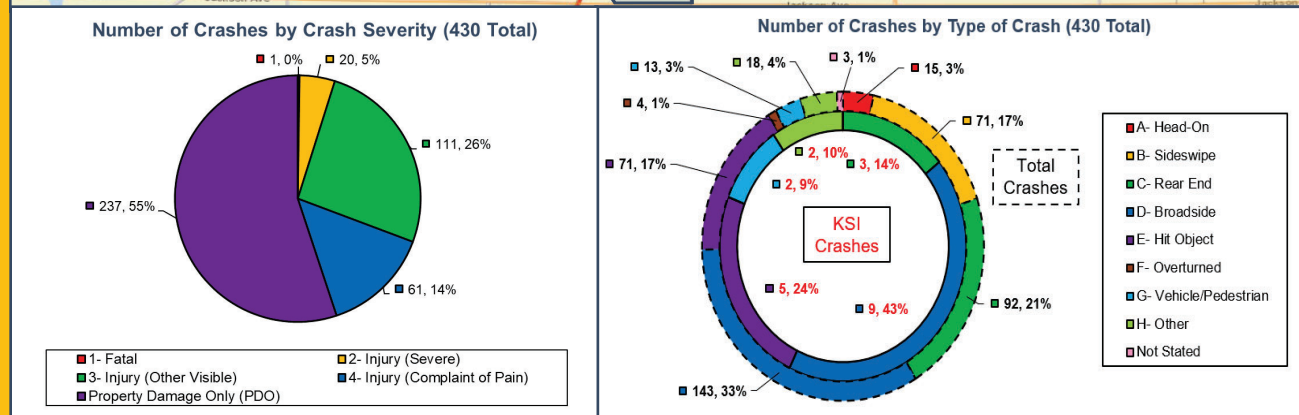
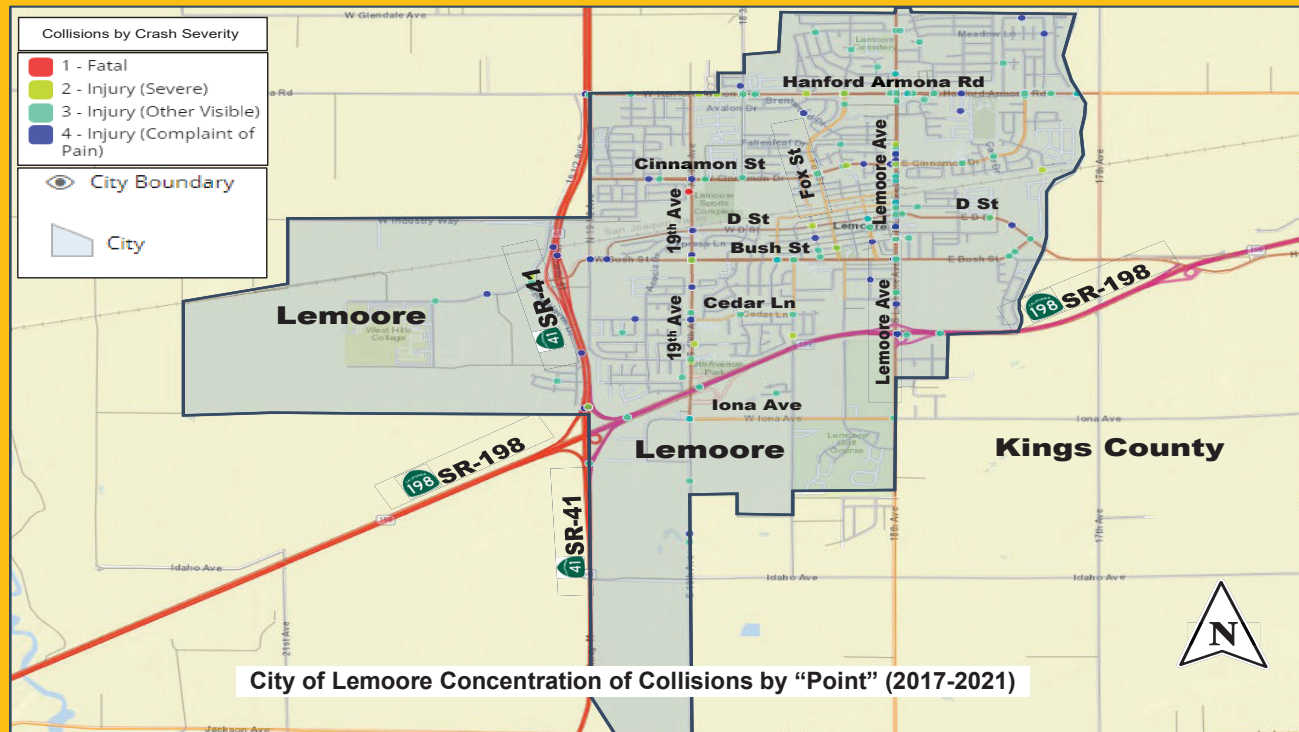
5/12/2023

5/11/2023

# FINAL

## Local Roadway Safety Plan (LRSP) Project

### City of Lemoore



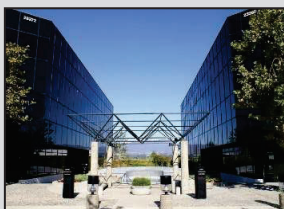
PREPARED FOR:



**City of Lemoore**  
 Department of Public Works  
 711 W Cinnamon Dr  
 Lemoore, CA 93245



PREPARED FOR:



**MINAGAR & ASSOCIATES, INC.**  
 Traffic/Civil/Electrical Engineering – ITS – Transportation Planning – CEM  
 23282 Mill Creek Drive, Suite 120  
 Laguna Hills, CA 92653  
 Tel: (949) 707-1199



March 17, 2023

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## **ACKNOWLEDGEMENTS**

### **CITY COUNCIL**

Mayor: Patricia Matthews

Mayor Pro Tem: Frank Gornick

Council Member: Stuart Lyons

Council Member: David Orth

Council Member: Jim Chaney

### **PARTNERS**

City Departments: Administration, Community Development, Fire, Police & Public Works

Caltrans District 6

Lemoore Elementary School District

Lemoore Union High School District

Kings Area Regional Transit (KART)

Lemoore Chamber of Commerce

General Public of the City of Lemoore

### **CITY STAFF**

City Manager: Nathan Olson

Assistant City Manager: Michelle Speer

Public Works Director: Frank Rivera

Assistant Public Works Director: Diego Lopez

Project Manager/Management Analyst: Randon Reeder

Police Chief: Michael Kendall

Fire Chief: Bruce German

## **Executive Summary**

The objective of the City of Lemoore Local Roadway Safety Plan (LRSP) is to establish a safe transportation environment that has safer roads, safer people, safer speeds, and safer vehicles. As part of this safety plan for the City of Lemoore, Minagar & Associates, Inc. identified, prioritized, and analyzed roadway safety improvements on the City of Lemoore's intersections and roadway segments. This safety plan also provides the proposed countermeasures that address collision patterns for both intersections and roadway segments, to ultimately reduce collisions in the City's high collision locations. From January 1, 2017 until December 31, 2021, there has been a total of 430 collisions that included 1 fatality and 307 injured victims. The most common types of collision were Broadside (143), Rear-End (92), Sideswipe (71), and Hit-Object (71) Collisions. Primary Collision Factor (PCF) violations that caused the most collisions were Automobile Right of Way (100), Improper Turning (91), and Unsafe Speed (63), and Victims were mostly drivers (190) and passengers (92). There have been 11 collisions involved with pedestrians. The highest number of victims happened to be in the age range of 20 to 24 years old. A Local Road Safety Plan is a major element to ameliorate transportation and traffic safety within a city. This LRSP was prepared and developed in compliance with the State and Federal guidelines for eligibility to apply for the funding of Highway Safety Improvement Program (HSIP). In addition to the provided countermeasures for collision patterns, this Safety Plan also provides the corresponding cost estimates and benefit to cost ratios, to support applications for the Highway Safety Improvement Program (HSIP).

## **Statement of Protection of Data From Discovery and Admissions**

**Per Section 148 of Title 23, United States Code [23 U.S.C. §148(h) (4)] REPORTS DISCOVERY AND ADMISSION INTO EVIDENCE OF CERTAIN REPORTS, SURVEYS, AND INFORMATION**—Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.

**Per Section 409 of Title 23, United States Code [23 U.S.C. §409] DISCOVERY AND ADMISSION AS EVIDENCE OF CERTAIN REPORTS AND SURVEYS**—Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

## **List of Acronyms**

AASHTO	American Association of State Highway and Transportation Officials
B/C Ratio	Benefit-Cost Ratio
Caltrans	California Department of Transportation
City	City of Lemoore
CMF	Crash Modification Factor
CRF	Crash Reduction Factor
DUI	Driving Under the Influence
FHWA	Federal Highway Administration
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual
IRWL	In-Roadway Warning Light
KSI	Killed or Severely Injured
LRSM	Local Roadway Safety Manual (Version 1.6, April 2022)
LRSP	Local Roadway Safety Plan
MUTCD	Manual on Uniform Traffic Control Devices
PCF	Primary Collision Factor
PDO	Property Damage Only
RRFB	Rectangular Rapid Flashing Beacon
SHSP	Strategic Highway Safety Plan
SWITRS	Statewide Integrated Traffic Records System
TIMS	Transportation Injury Mapping System
5Es	The 5Es of Traffic Safety: Education, Engineering, Enforcement, Emergency Medical Services, Emerging Technologies

## 1. Introduction

The City of Lemoore is taking the initiative to improve the City's traffic safety by implementing a Local Roadway Safety Plan that aims to reduce traffic collisions by analyzing the factors that previously impacted prominent intersections and roadway segments in the City. This report documents the City of Lemoore's work to assess and improve transportation safety conditions.

In this Safety Plan, a systemic approach was utilized to identify and analyze collision patterns that had impacted high collision intersections and roadway segments. For each high collision location, whether it was an intersection or a roadway segment, a table of number of collisions with the corresponding primary collision factor has been provided to understand the prominent collision factors. As part of the collision analysis, collision diagrams have been provided for high collision intersections and roadway segments in the City of Lemoore.



Following the understanding and acknowledgement of collision patterns, countermeasures for each of the identified high collision intersections and roadway segments, were developed to potentially reduce traffic collisions in the future and ameliorate active transportation within the City. Furthermore, this Local Roadway Safety Plan includes collision data for high collision locations between January 1, 2017 and December 31, 2021, the analysis of collision data, and the proposed countermeasures for collision patterns. Depicted below in Figure 1 is the Local Road Safety Plan process provided by the Federal Highway Administration (FHWA).



Figure 1: Local Road Safety Plan – Your Map to Safer Roadways

## 2. Vision and Goals

The objective of this plan is to strive towards a safer transportation environment by eliminating traffic fatalities and severe injuries while assuring efficient and equitable mobility for all road users. The City of Lemoore plans to implement systemic countermeasures to target factors affecting citywide prominent intersections and roadways segments. This safety plan aims to reduce the risk of tragedies by taking a proactive, preventative approach that prioritizes traffic safety.

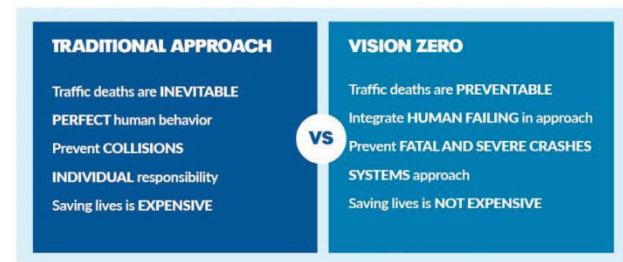
Vision Zero is an initiative approach to eliminate traffic fatalities and severe injuries. Road users will sometimes make mistakes however, the road system, traffic control devices, and traffic laws should be designed to minimize those unavoidable mistakes and reduce their probability to result in severe injuries or fatalities. Transportation and traffic engineers are expected to improve the general traffic environment by ameliorating existing traffic geometries and laws based on a good engineering judgement. However, the roadway users of the City of Lemoore are still responsible for their mistakes and should follow all traffic laws.



Source: [www.archive.kpcc.org](http://www.archive.kpcc.org)

Vision Zero unifies diverse stakeholders who address the factors causing complexity when it comes to traffic safety. It recognizes that many factors contribute to safe mobility including roadway design, speeds, behaviors, technology, and enforced laws. As a result and as part of this safety plan, it sets goals to achieve zero fatalities and severe injuries.

One of the City's visions is to collaborate with local agencies to promote a culture of continuous transportation safety improvement by coordinating with Lemoore Police Department, Kings County Department of Public Health, and Lemoore Elementary and Union High School Districts.



Source: [www.visionzeronetwrok.org](http://www.visionzeronetwrok.org)



Source: U.S. Department of Transportation

The aforementioned Vision shall eliminate traffic fatalities and severe injuries by achieving the following goals:

- Obtain accurate collision databases. Systematically identify and prioritize the City's highest collision locations based on a 5-year collision history.
- Engage with the local community, stakeholders, and City management to better understand factors that are affecting the traffic safety within the City of Lemoore.
- Utilize countermeasure strategies across all traffic safety disciplines, engineering, enforcement, education, emergency medical services, and emerging technologies.
- Strive to reduce the City's primary contributing factors in traffic collisions by ensuring the automobile right of way, maintaining a safe speed, and clear traffic signals and signs.

### 3. Safety Partners

To promote and create a safe transportation environment, collaboration across agencies known as safety partners is a necessity. Safety partners are the agencies, departments, and organizations whose input and support are foundational to a successful Local Roadway Safety Plan.

The safety leadership team is primarily comprised of City Departments that have key roles in the development, implementation, and operation of safety projects, programs, and policies. The safety leadership team is ultimately responsible for developing, adopting, and implementing the safety plan and program. The stakeholder team is distinguished from the leadership team. It comprises partner agencies and organizations who collaborate with the City and contribute to and assist with developing and implementing the plan. These agencies and their roles in the plan's development and implementation are provided below:

#### 3.1 Safety Leadership

##### I. City Council

The legislative body which is ultimately responsible for approving and adopting the final plan, setting safety policies, and approving budget and funding levels.

## **II. Public Works Department**

Public Works is the lead City Department in developing and producing the Safety Plan and its periodic updates. The Public Works Department is responsible for assembling other City Departments and collaborating with Stakeholders. Public Works is responsible for capital project implementation. The City's Public Works staff may also lead or collaborate in education campaigns.

## **III. Lemoore Police Department**

The Police Department maintains collision records and is responsible for carrying out enforcement practices and activities. The City's Police Department may also lead or collaborate in education campaigns.

## **IV. Lemoore Fire Department**

The City's Fire Department serves in a support role in developing and producing the plan.

## **3.2 Stakeholders**

### **I. Lemoore Public Works Department**

Lemoore Public Works will lead the City Department in developing and producing the Safety Plan and its periodic updates. Both respective city public works departments can benefit from each other in this joint effort.

### **II. Lemoore Police Department**

Roadways and functional areas of intersections require communication and collaboration. Collaboration with the Lemoore Police Department over the course of the safety plan is needed to ensure that local safety goals and policies are met.

### **III. Lemoore Fire Department**

The City's Fire Department serves in a support role in developing and producing the plan.

### **IV. Kings Area Regional Transit (KART)**

KART provides transportation services to the cities of Armona, Avenal, Corcoran, Grangeville, Hardwick, Hanford, Kettleman City, Laton, Lemoore, and Stratford. Kings Area Regional Transit (KART) is Kings County's public transportation provider. KART provides public transit service Monday through Friday and limited service on Saturdays.

### **V. Caltrans District 6**

The California Department of Transportation (Caltrans) District 6 is headquartered in Fresno. This geographically diverse district is the second largest of the 12 Districts statewide, stretching from the southernmost part of Yosemite National Park in the north to the Mojave Desert. It includes Madera, Fresno, Tulare, Kings and Kern counties. From mountain peaks to desert floor, District 6 consists of 476 miles of freeway and 1,554 miles of rural and urban highway. The District has the largest portion of road miles to maintain in the state highway system with 2,030 miles. Interstate 5 and State Route 99 run the length of District 6, serving as the main north-south arteries for not just the Central Valley, but for the entire state as well. These two routes carry a significant amount of truck traffic that is vital to the agricultural base of the region.

### **VI. Lemoore Chamber of Commerce**

The Lemoore Chamber of Commerce coordinates engagement with City businesses. The Chamber of Commerce provides feedback on recommended strategies and countermeasures to addressing traffic safety issues. Feedback from the Business community can provide valuable insight on the benefits and impacts of safety measures.

## **VII. General Public of the City of Lemoore**

The general public provides feedback and insight on recommended emphasis areas, high incident locations, collision factors, countermeasures, and implementation. Although collision records and statistics are foundational to this plan, public feedback is a critical supplement to that data. This feedback provides the safety plan with a holistic view of safety issues and a recommendation for what types of countermeasures are and are not desired by the community.

## **VIII. Lemoore Elementary and Union High School Districts**

Collaboration with the Lemoore Elementary and Union High School Districts and to maintain and promote safety for all students and staff within the City of Lemoore.

## **VIII. The Kings County Association of Governments (KCAG)**

KCAG is a metropolitan planning organization (MPO) for the Kings County region. We are a joint powers authority whose member agencies include the county of Kings and the cities of Avenal, Corcoran, Hanford, and Lemoore.

## **4. Process**

This section describes the steps involved in preparing the safety plan, including a systemic approach that involves the analysis of collision data to identify high crash locations and prioritize countermeasures.



### **4.1 Systemic Approach**

The systemic approach in preparing the safety plan comprises the following steps:

#### **I. Develop Plan Goals and Objectives**

Review the City's existing planning documents to ensure the LRSP visions and goals align with planning effort and that the potential 5Es: Engineering, Education, Enforcement, Emergency Medical Services, and Emerging Technologies are consistent with local traffic safety and policies.

#### **II. Analyze Collision Data**

Obtain the latest 5-year collision data and analyze the collision factors. Determine high-risk intersections and roadway segments and identify significant risk factors.

#### **III. Determine Focus Areas and Identify Crash Reduction Measures**

Identify emphasis areas and recommend feasible countermeasures at high-risk locations. Evaluate Crash Reduction Factor (CRF) and the effectiveness of each countermeasure.

#### **IV. Prioritize countermeasures/projects**

Conduct Benefit-Cost Ratio (BCR) analysis on all countermeasures and projects. Prioritize projects that are most beneficial to the City's roadway and intersection safety using BCR.

## **V. Prepare the Local Roadway Safety Plan**

Prepare the LRSP that includes effective and efficient measures and implementation plan. Identify priority projects for state or federal programming, grant funding opportunities, and implementation.

### **4.2 Public Outreach**

The purpose of public outreach is to acquire the community's concerns that are related to the safety of traffic. Such concerns may include speeding, jay walking, traffic signs and signals, pedestrian and bicycle safety on collector roads, and arterial streets. Public outreach is an essential tool to identify and summarize high-risk locations and collision factors based on the community's concerns in addition to the collision analysis.

The target audience for the public outreach of this safety plan is the residents of the City of Lemoore which include the following:

- **Lemoore City Council**
- **Lemoore Public Works**
- **Lemoore Police Department**
- **Lemoore Fire Department**
- **Lemoore Elementary School District**
- **Lemoore Union High School District**
- **Caltrans District 6**
- **Kings County Association of Governments (KCAG)**
- **Kings Area Regional Transit (KART)**
- **Lemoore Chamber of Commerce**
- **General Public of the City of Lemoore**

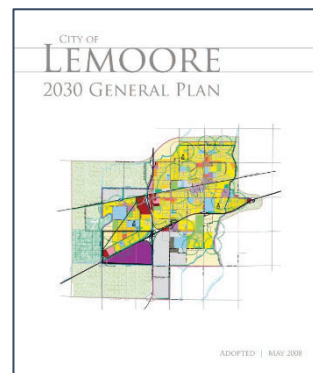
## 5. Existing Efforts

This section summarizes the findings from various planning documents for the City of Lemoore. The purpose of reviewing existing planning efforts is to ensure the LRSP goals and objectives along with recommended improvements are aligned with recent planning efforts for transportation safety.

The City of Lemoore has identified several goals, policies from the following documents:

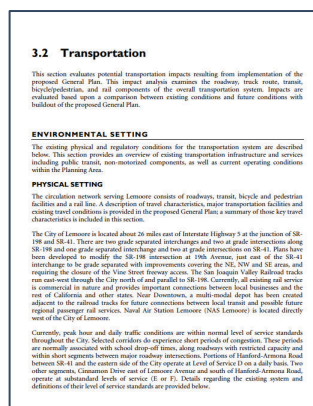
- **City of Lemoore 2030 General Plan (2008)**

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



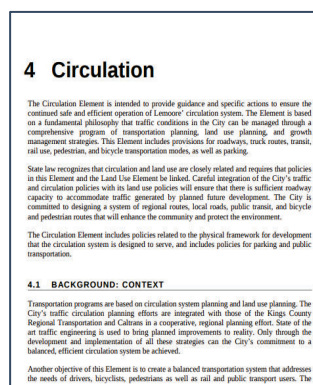
- **City of Lemoore 2030 Draft Environmental Report (EIR) Transportation (2008)**

This section evaluates potential transportation impacts resulting from implementation of the proposed General Plan. This impact analysis examines the roadway, truck route, transit, bicycle/pedestrian, and rail components of the overall transportation system. Impacts are evaluated based upon a comparison between existing conditions and future conditions with buildout of the proposed General Plan. The existing physical and regulatory conditions for the transportation system are described below. This section provides an overview of existing transportation infrastructure and services including public transit, non-motorized components, as well as current operating conditions within the Planning Area.



- **City of Lemoore 2030 Draft Environmental Report (EIR) Circulation (2008)**

The Circulation Element is intended to provide guidance and specific actions to ensure the continued safe and efficient operation of Lemoore's circulation system. The Element is based on a fundamental philosophy that traffic conditions in the City can be managed through a comprehensive program of transportation planning, land use planning, and growth management strategies. This Element includes provisions for roadways, truck routes, transit, rail use, pedestrian, and bicycle transportation modes, as well as as parking.



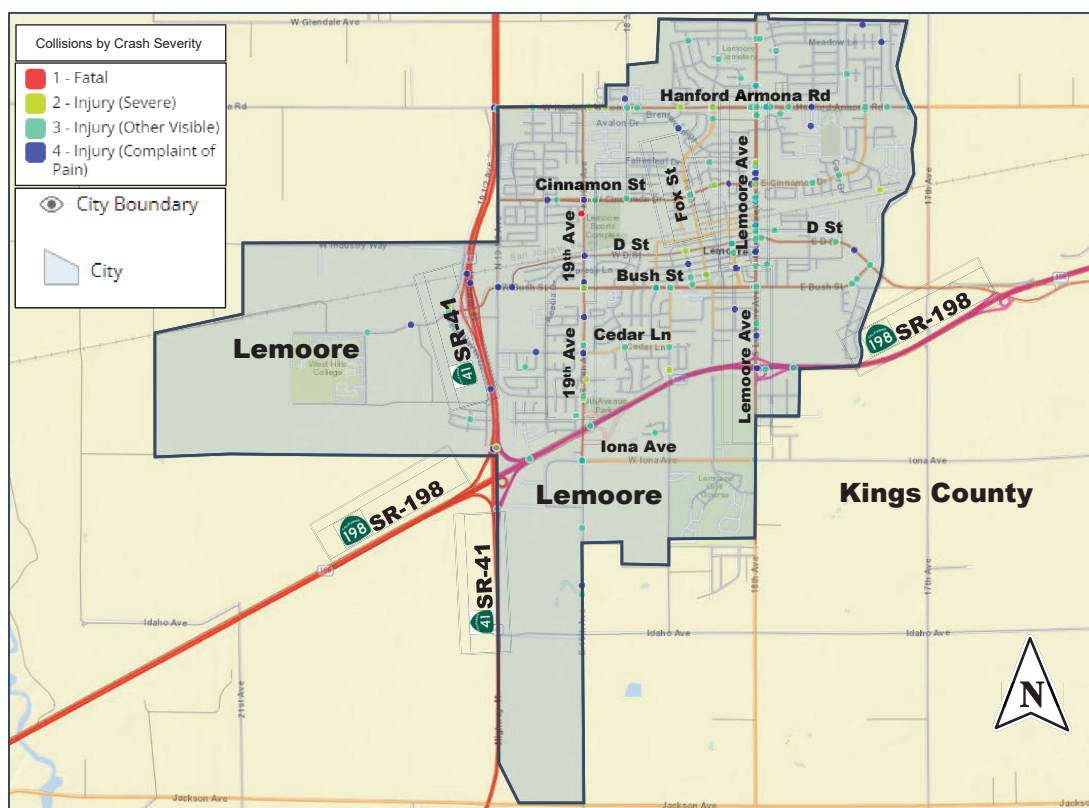
## 6. Data Analysis and Summary

This section summarizes the results of a citywide collision analysis for the time period between January 1, 2017 and December 31, 2021. The purpose of studying the collision patterns and trends is to identify the factors that caused collisions to occur within the study timeframe. The focus is to identify high crash locations in the City in order to target the factors that are affecting these prominent locations.

As part of the City's Local Roadway Safety Plan, data that displays collisions on State Routes or Interstate Freeways will not be part of the overall data analysis as well as collision data that does not occur within the City's boundaries. Therefore, data used and analyzed will be 100% within city boundaries and on local roads.

### 6.1 Overall Summary

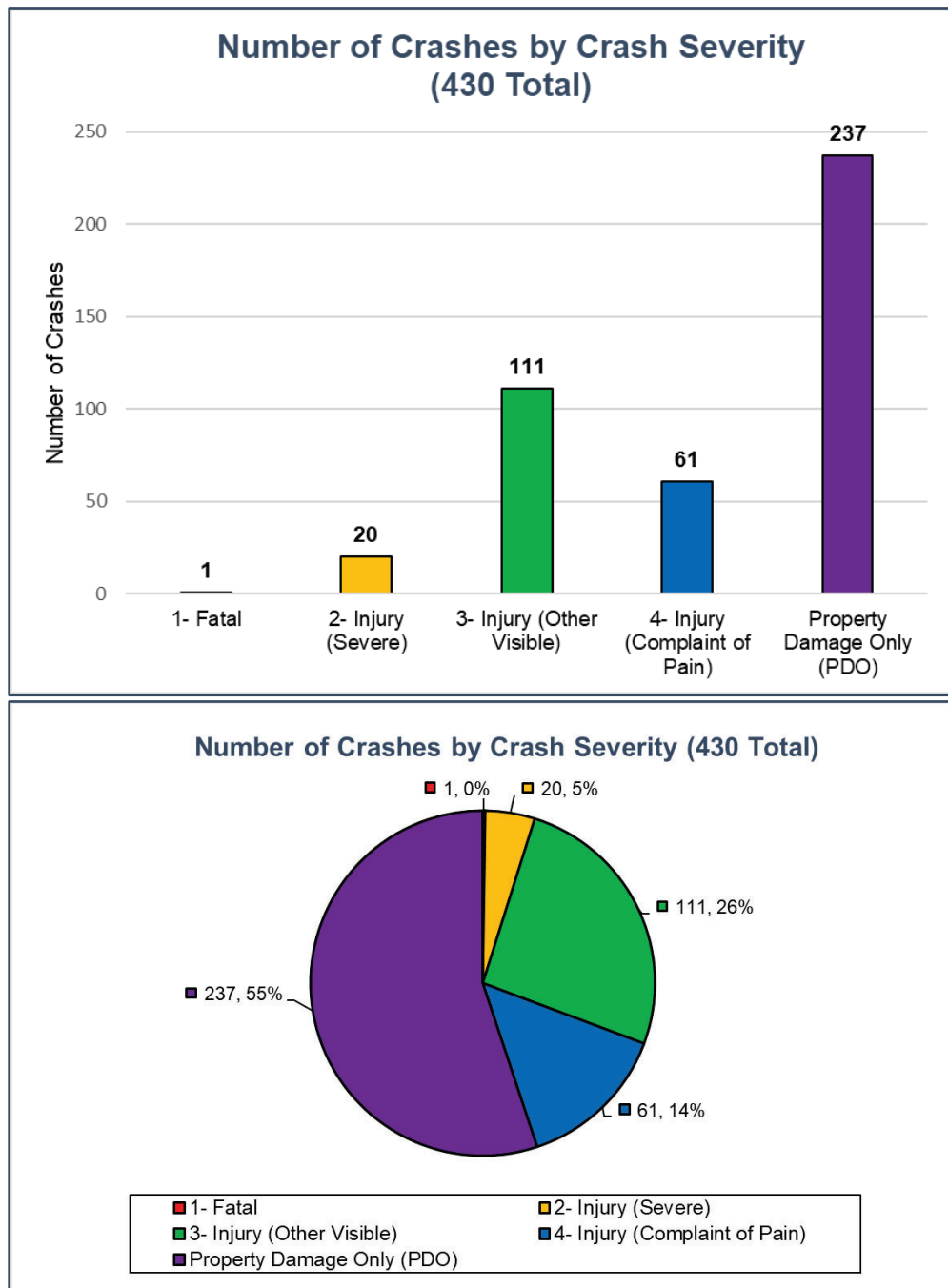
According to the University of California, Berkeley Transportation Injury Mapping System (TIMS) during the period of January 1, 2017 to December 31, 2021, there were 430 collisions in total, where collisions included fatal, serious injury, visible injury, complaint of pain, and property damage only. 33 occurred on State Highways and 397 Occurred on local roadways. 1 victim was killed, and 307 victims were injured. There were 11 pedestrian collisions, 11 bike collisions, and 7 motorcycle collisions. A map from the University of California, Berkeley Transportation Injury Mapping System (TIMS) displays collisions by point as well as a map that displays collisions by cluster is shown in Figures 2 and 3.



**Figure 2: City of Lemoore Display of Collisions by Point  
(January 1, 2017 – December 31, 2021)**

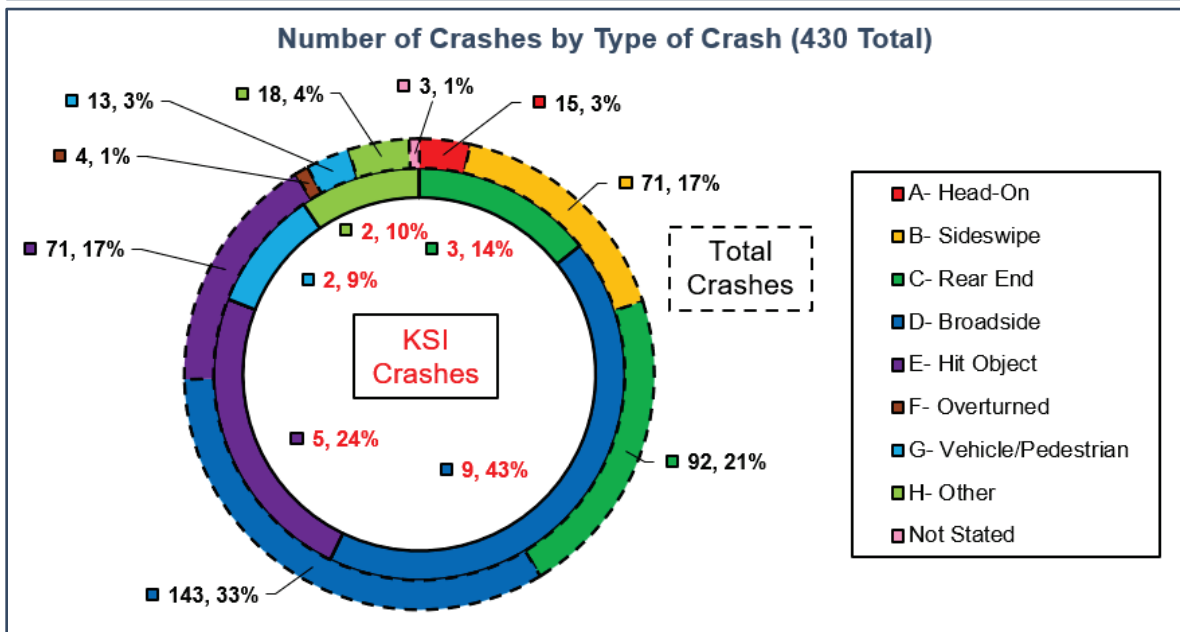
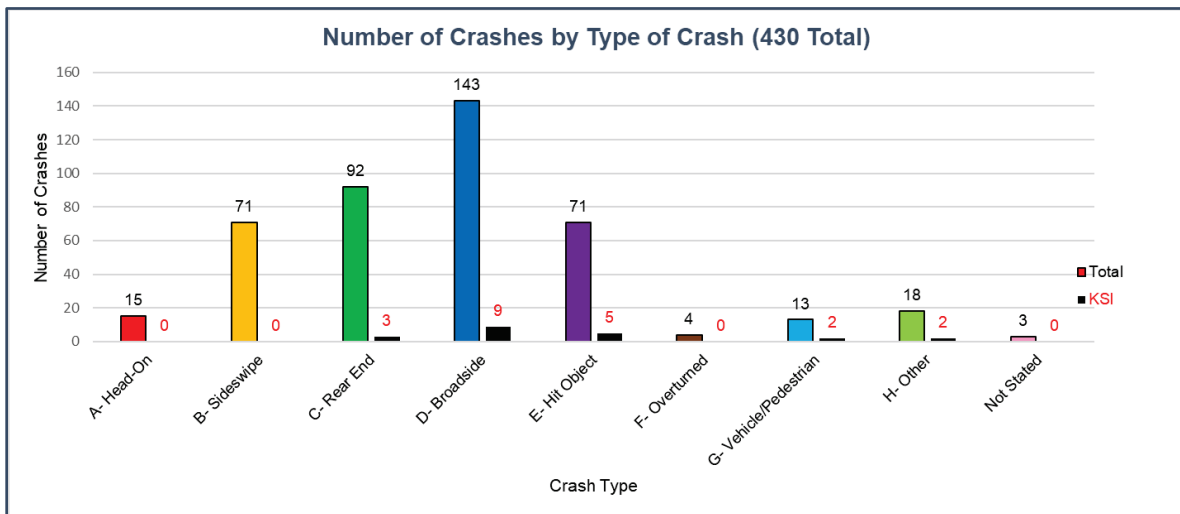


**Figure 3: City of Lemoore Display of Collisions by Cluster  
(January 1, 2017 - December 31, 2021)**



**Figure 4: City of Lemoore Number of Crashes by Crash Severity (January 1, 2017 - December 31, 2021)**

Figure 4 displays number of crashes by crash severity, where the data is retrieved from California Highway Patrol (CHP) Statewide Integrated Traffic Records System. From 2017 to 2021, there was 1 fatal collision, which was 0.23% of total collisions; 20 injury (severe) collisions, which was 5% of total collisions; 111 injury (other visible) collisions (26% of total collisions); 61 injury (complaint of pain) collisions (14%), and 237 property damage only collisions (55%), which represented the greatest number of collisions in the 5-year span.



**Figure 5: City of Lemoore Number of Crashes by Type of Crash  
(January 1, 2017 - December 31, 2021)**

From 2017 to 2021, City of Lemoore's types of collision were reported by California Highway Patrol's (CHP) Statewide Integrated Traffic Records System SWITRS database. There were 143 Broadside collisions during the selected period of time. This was the most common type of collision, which was 33% of total collisions in the City of Lemoore. Rear End was the second common type, which was 21% of the total (92 collisions). There were 71 Sideswipe and Hit Object collisions, making it the third common type of collision (17% of the total).

**Table 1: Number of Crashes per Day of Week per Time  
(January 1, 2017 - December 31, 2021)**

Total Crashes (430)

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	SCALE
00:00 - 02:59	1	2	4	1	1	5	4	0
03:00 - 05:59	2	1	0	4	0	2	2	4
06:00 - 08:59	10	11	6	11	13	4	4	8
09:00 - 11:59	6	2	10	4	11	9	4	
12:00 - 14:59	14	14	14	16	7	14	11	12
15:00 - 17:59	18	13	20	10	18	8	5	
18:00 - 20:59	11	9	9	10	12	12	8	16
21:00 - 23:59	8	5	3	3	8	11	5	
25:00 - Unknown	0	0	0	0	0	0	0	20

KSI Crashes\* (21)

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	SCALE
00:00 - 02:59	0	0	0	0	0	0	1	0
03:00 - 05:59	0	0	0	0	0	0	0	
06:00 - 08:59	0	0	0	0	1	1	0	
09:00 - 11:59	0	1	0	0	2	1	0	1
12:00 - 14:59	2	1	0	1	0	1	0	
15:00 - 17:59	2	0	0	1	0	0	0	
18:00 - 20:59	0	2	0	1	0	0	0	
21:00 - 23:59	0	0	0	0	1	1	1	2
25:00 - Unknown	0	0	0	0	0	0	0	

\*Killed and Severely Injured (KSI) Crashes are included in the Total Number of Crashes (430)

Collisions in the City of Lemoore were listed for different time periods for each day of the week. 1 collision occurred on a Monday for the time period from 0:00 to 2:59 and 2 collisions from 3:00 to 5:59. 10 collisions from 6:00 to 8:59, 6 collisions from 9:00 to 11:59. There were 14 collisions that occurred in the time period of 12:00 to 14:59, 18 collisions that occurred from 15:00 to 17:59, which was the most on Mondays, 11 collisions from 18:00 to 20:59, and 8 collisions from 21:00 to 23:59. Monday was tied for having the greatest number of collisions of 70.

Tuesday from 0:00 to 2:59 had 2 collisions, 1 collision from 3:00 to 5:59, 11 collisions from 6:00 to 8:59, and 2 collisions from 9:00 to 11:59. In the afternoon, there were 14 collisions that occurred from 12:00 to 14:59, which was the highest of Tuesday, 13 collisions from 15:00 to 17:59, 9 collisions from 18:00 to 20:59, and 5 collisions from 21:00 to 23:59. There were 57 collisions in total for Tuesday.

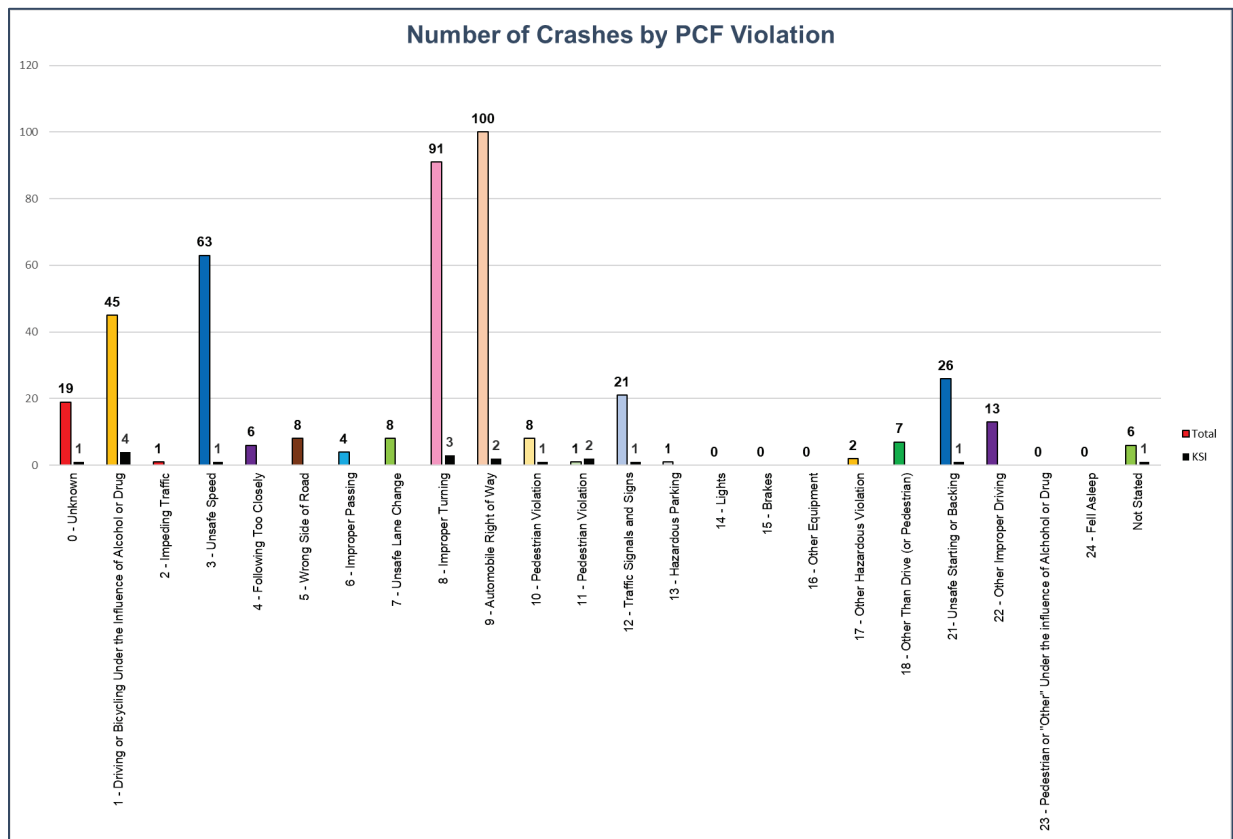
On Wednesdays, TIMS recorded 4 collisions from 0:00 to 2:59 and 0 collisions from 3:00 to 5:59. 6 collisions from 6:00 to 8:59, 10 collisions from 9:00 to 11:59. 14 collisions occurred during the periods between 12:00 to 14:59 and 20 collisions from 15:00 to 17:59, the highest of any day or time of the week. 9 collisions occurred from 18:00 to 20:59, and 3 collisions occurred during the time of 21:00 to 23:59. Wednesday had 66 collisions, making the second highest day with collisions.

Thursdays had 1 collision from 0:00 to 2:59, 4 collisions from 3:00 to 5:59, 11 collisions occur from 6:00 to 8:59, 4 collisions occur at 9:00 to 11:59, and 16 collisions occur during 12:00 to 14:59, 10 collisions from 15:00 to 17:59, 10 collisions from 18:00 to 20:59. Lastly, there were 3 collisions from 21:00 to 23:59.

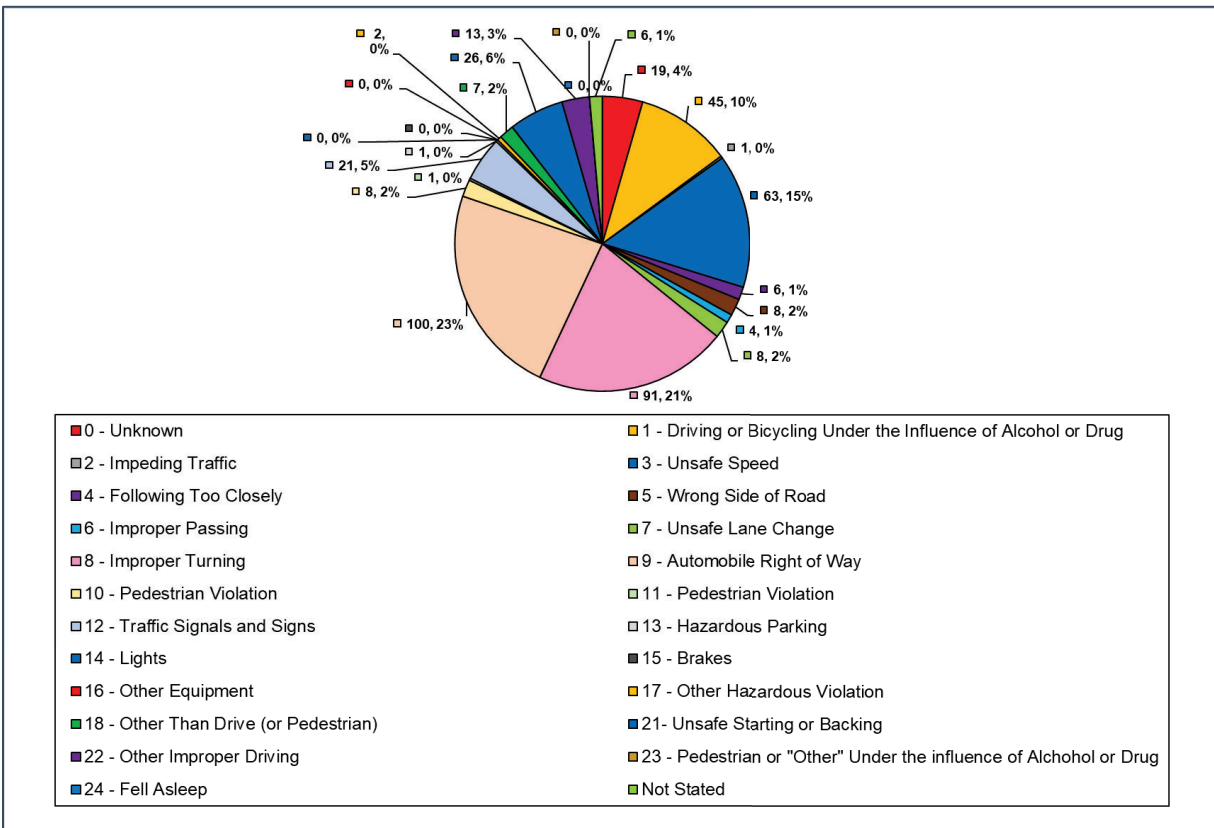
There was 1 collision from 0:00 to 2:59 and 0 collisions from 3:00 to 5:59 on Fridays, 13 collisions from 6:00 to 8:59, and 11 collisions 9:00 to 11:59. 7 collisions from 12:00 to 14:59, 18 collisions from 15:00 to 17:59, which was the most of Friday. 12 collisions during the periods 18:00 to 20:59, and 8 collisions from 21:00 to 23:59.

On Saturdays, 5 collisions occurred from 0:00 to 2:59, 2 collisions occurred from 3:00 to 5:59 and 4 collisions occurred during 6:00 to 8:59. 9 collisions occurred from 9:00 to 11:59. 14 collisions occurred from 12:00 to 14:59, the most for Saturday, and 8 collisions occurred from 15:00 to 17:59. There were 12 collisions happening between 18:00 to 20:59 and 11 collisions from 21:00 to 23:59.

There were 4 collisions was recorded from 0:00 to 2:59, 2 collisions from the time periods 3:00 to 5:59, and 4 collisions from 6:00 to 8:59 on Sunday. 4 collisions occurred from 9:00 to 11:59, 11 collisions from 12:00 to 14:59, 5 collisions from 15:00 to 17:59, and 8 collisions from 18:00 to 20:59. Lastly, there were 5 collisions occurred from 21:00 to 23:59.



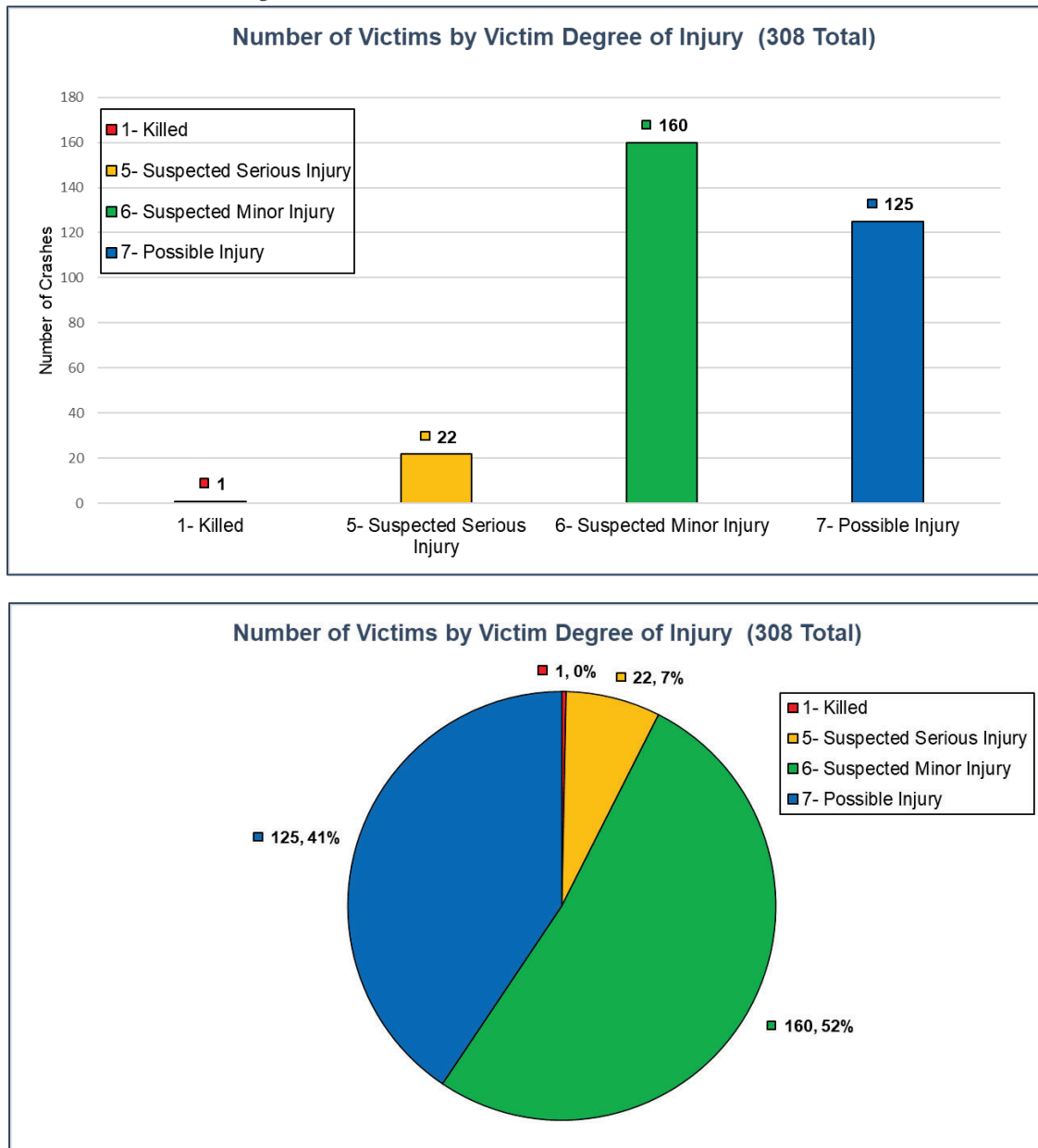
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**Figure 6: Number of Crashes by (PCF) Primary Crash Factor Violation  
(January 1, 2017 - December 31, 2021)**

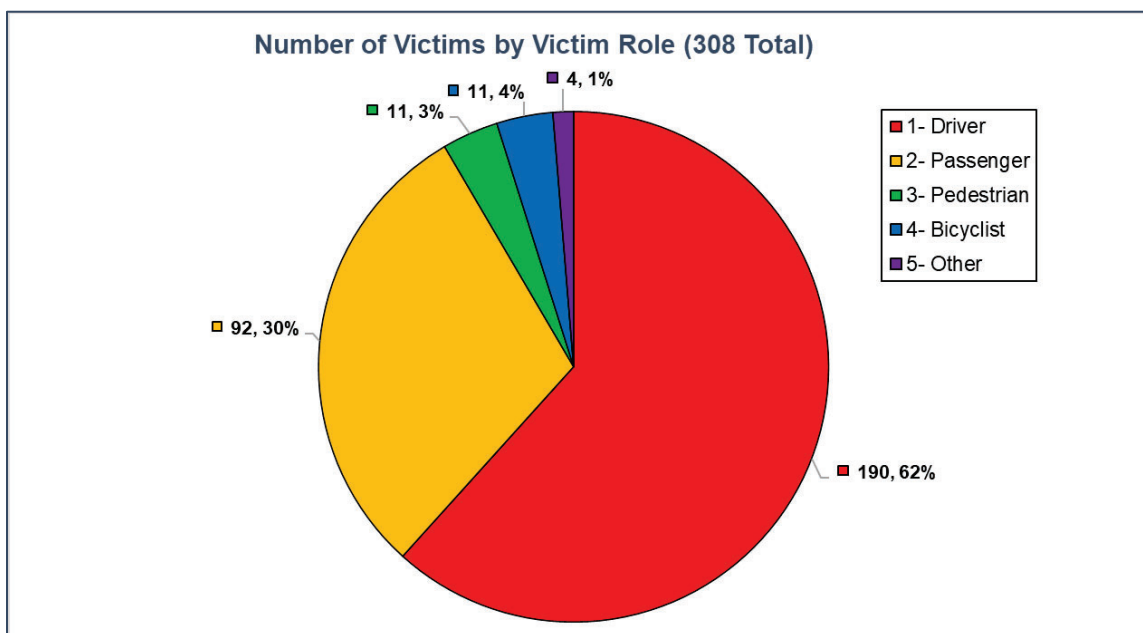
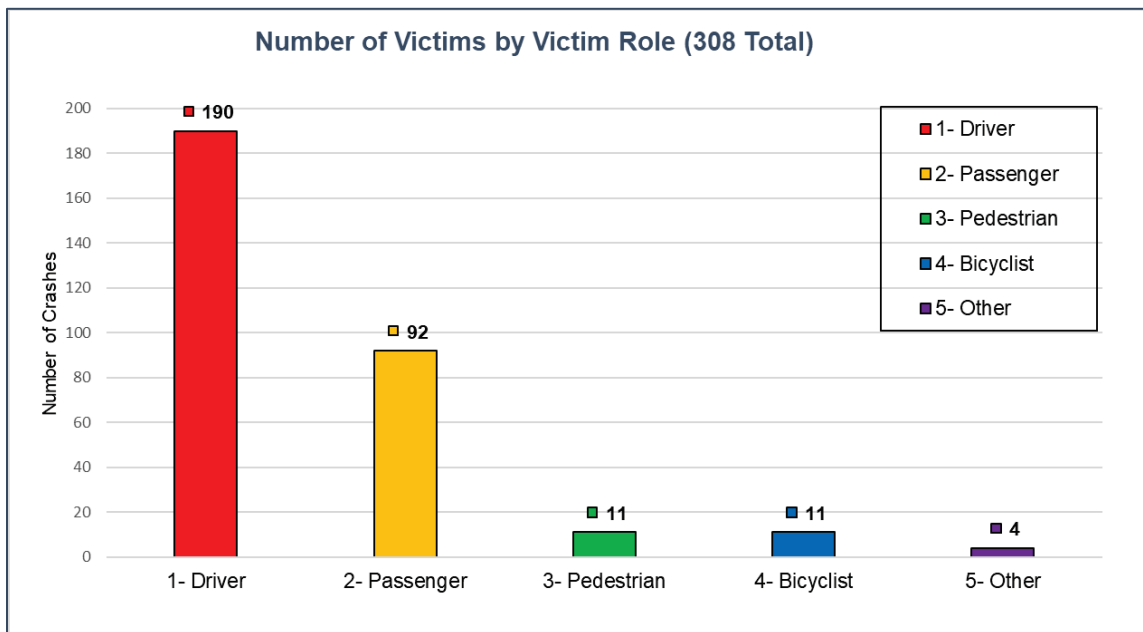
According to CHP SWITRS, the Primary Collision Factor (PCF) violation that caused the most collisions in the City of Lemoore (430 Crashes Total) were Automobile Right of Way, which resulted in 100 collisions (23%). The second most being 91 collisions were reported with PCF violation (21%). Unsafe speed made up of 63 collisions (15%), being the third most.

## 6.2 Victim Summary



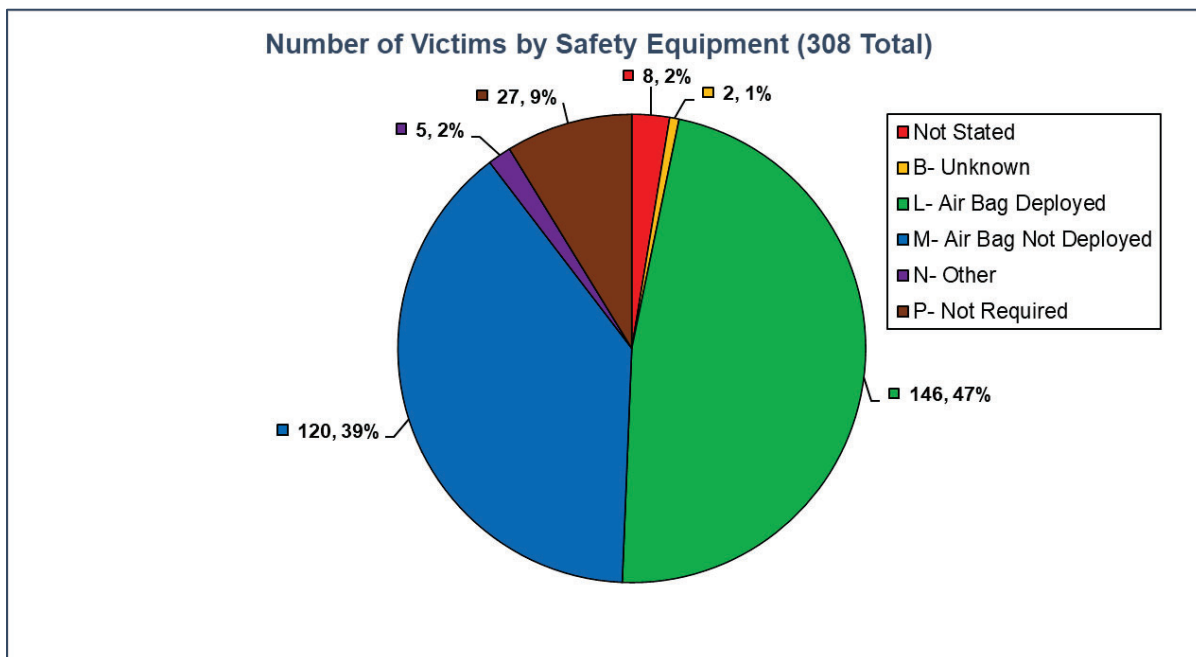
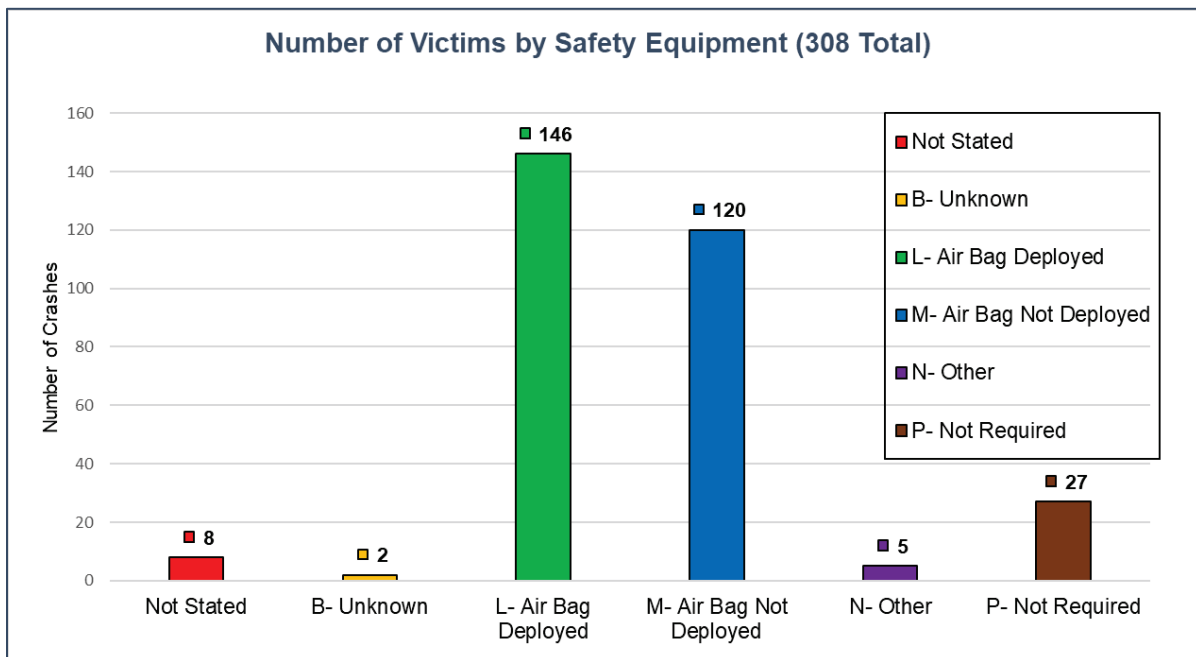
**Figure 7: Number of Victims by Victim Degree of Injury**  
(January 1, 2017 - December 31, 2021)

There were 308 injured victims of traffic collisions in the City of Lemoore from 2017 to 2021. 1 victim was killed (0.32%), 22 victims reported with suspected serious injury (7%), 160 victims reported with suspected minor injury (52%), and 125 victims were reported with possible injury (41%).

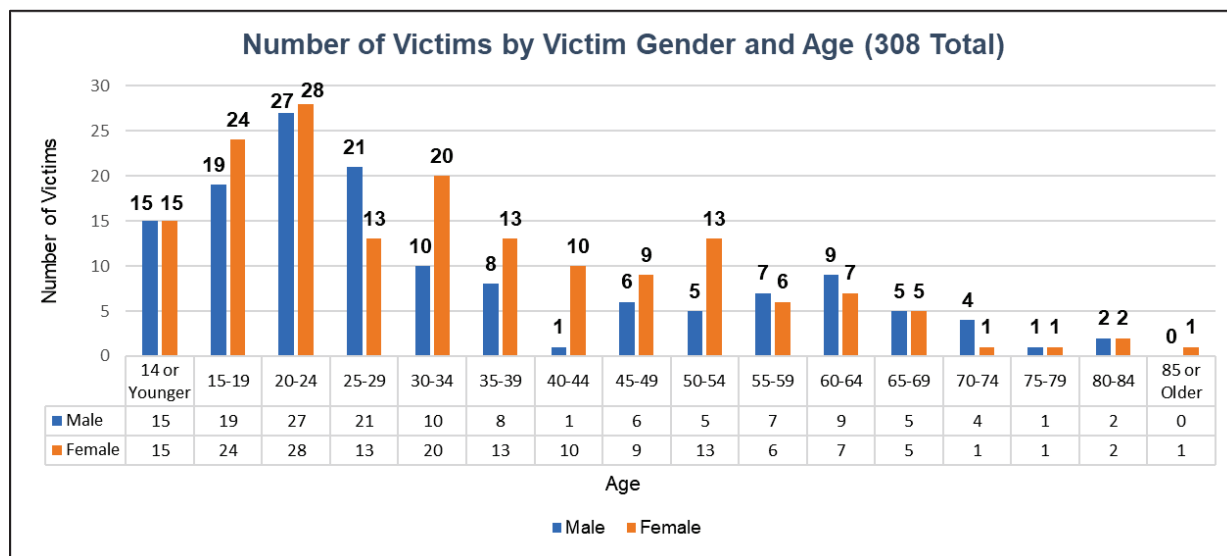


**Figure 8: Number of Victims by Victim Role**  
(January 1, 2017 - December 31, 2021)

According to University of California, Berkeley Transportation Injury Mapping System (TIMS), of the collision injured victims, 190 were drivers (62%), 92 were passengers (30%), 11 were pedestrians (4%), 11 were bicyclists (4%), and 3 were other (1%).



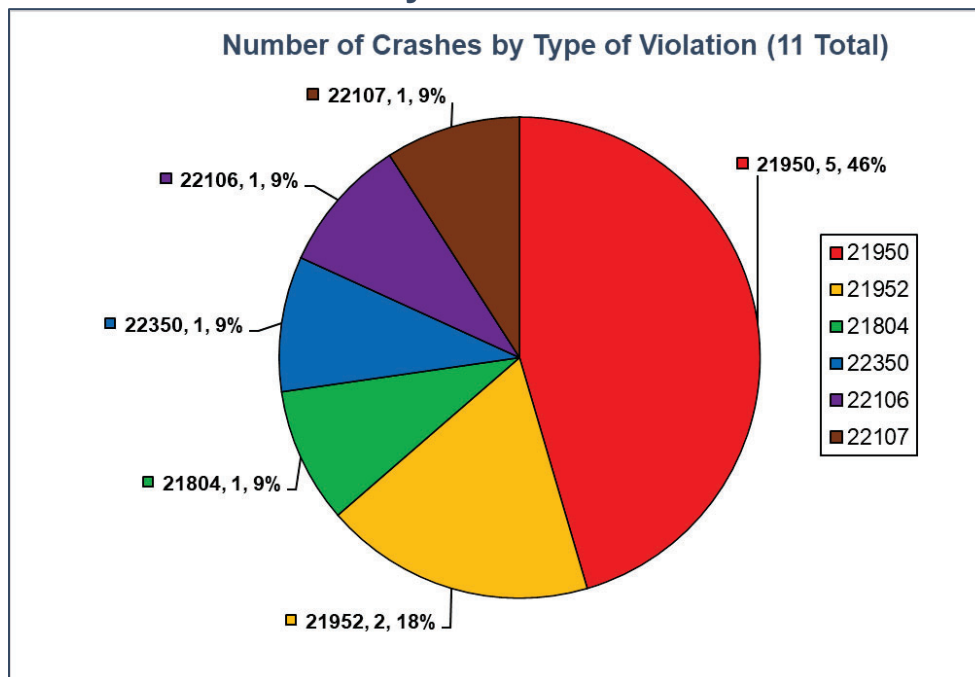
**Figure 9: Number of Victims by Victim Safety Equipment  
(January 1, 2017 - December 31, 2021)**



**Figure 10: Number of Victims by Victim Gender and Age  
(January 1, 2017 - December 31, 2021)**

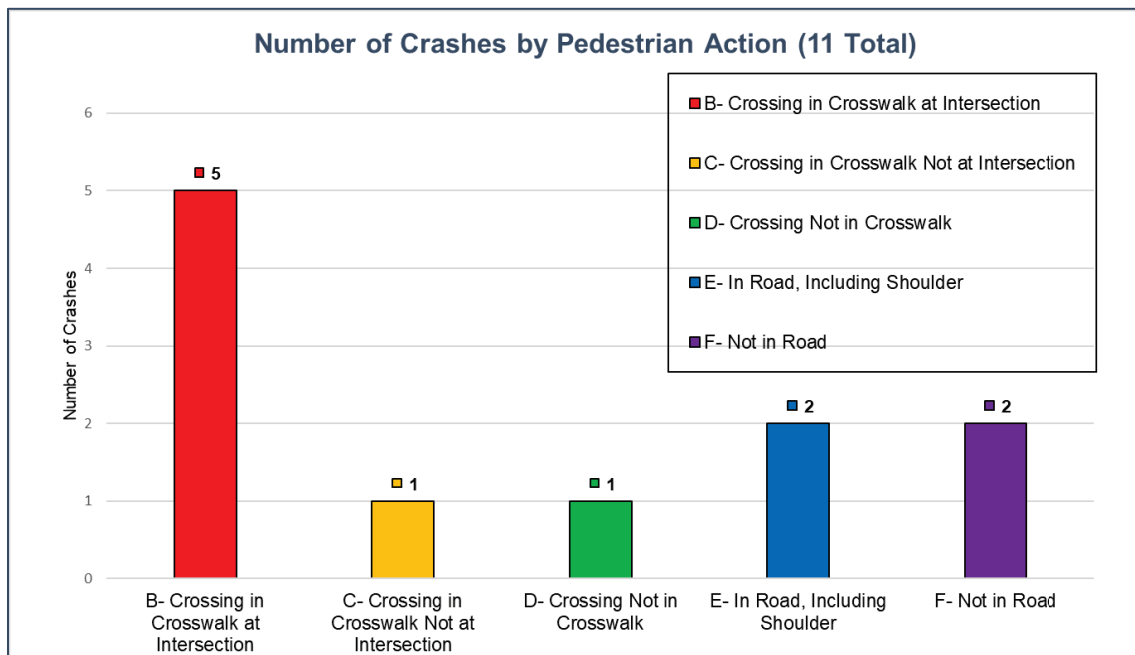
For the total of 308 victims during the 5-year period, 55% of victims were females, 45% were males. 30 victims were 14 years old or younger, 43 victims were 15-19 years old, 55 victims were 20-24 years old, which was the highest number of victims for this age range. 34 victims were 25-29 years old, 30 victims were 30-34 years old, 21 victims were 35-39 years old, 11 victims were 40-44 years old. 15 victims were in the age range of 45-49 years old, 18 victims were in the age range of 50-54 years old, 13 victims were in the age range of 55-59 years old, and 16 victims were in the age range of 60-64 years old. 10 victims were 65-69 years old, 5 victims were 70-74 years old, and 2 were 75-79 years old. Lastly, 4 victims were at the age between 80-84 years old and 1 victim age 85 or higher.

### 6.3 Pedestrian Crash Summary



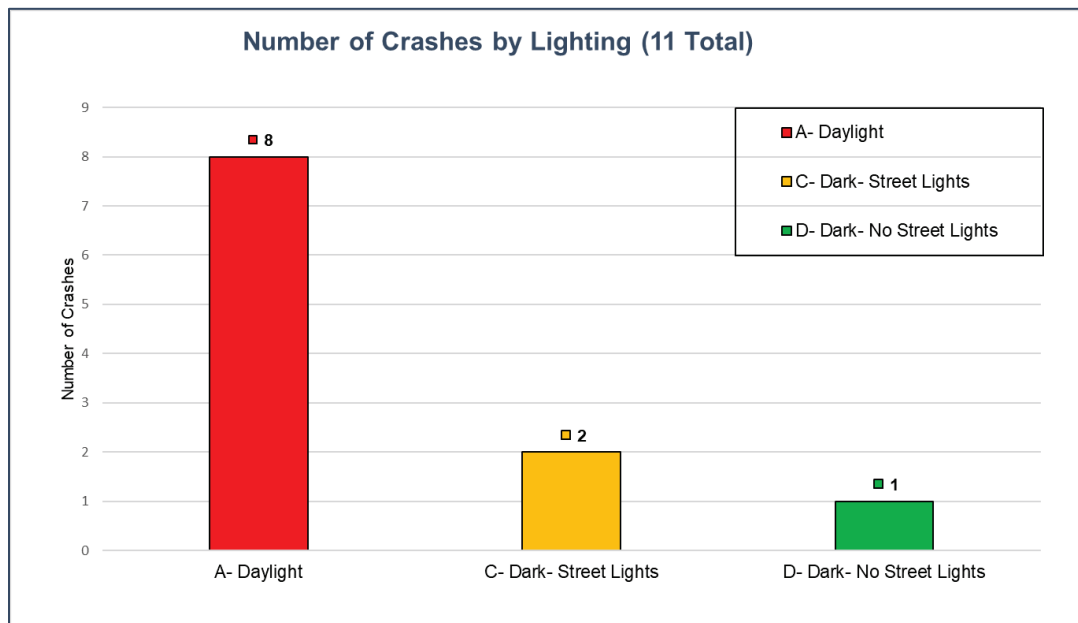
Party Violation Classification	Type of Violation	Description	Count	%
Driver	21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	5	45.45%
Driver	21952	Driver failure to yield right-of-way to pedestrians on sidewalks	2	18.81%
Driver	21804	Driver failure to yield right-of-way when entering/crossing a highway	1	9.09%
Driver	22350	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	1	9.09%
Driver	22106	Unsafe starting or backing of a vehicle on a highway	1	9.09%
Unclear	22107	Unsafe turning or moving right or left on a roadway Turning without signaling	1	9.09%
<b>Total</b>			<b>11</b>	<b>100%</b>

**Figure 11: City of Lemoore Number of Crashes by Type of Violation  
(January 1, 2017 - December 31, 2021)**



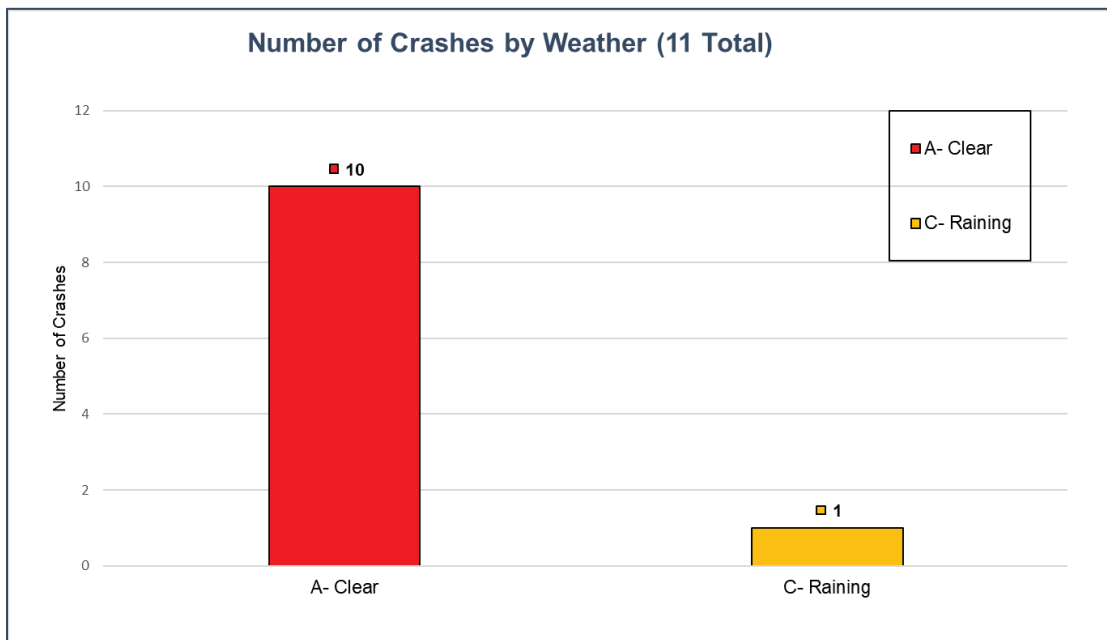
Pedestrian Action	Count	%
B - Crossing in Crosswalk at Intersection	5	46%
C - Crossing in Crosswalk Not at Intersection	1	9%
D - Crossing Not in Crosswalk	1	9%
E - In Road, Including Shoulder	2	18%
F - Not in Road	2	18%
<b>Total</b>	<b>11</b>	<b>100%</b>

**Figure 12: City of Lemoore Number of Crashes by Pedestrian Action  
(January 1, 2017 - December 31, 2021)**



Lighting	Count	%
A - Daylight	8	73%
C - Dark - Street Lights	2	18%
D - Dark - No Street Lights	1	9%
<b>Total</b>	<b>11</b>	<b>100%</b>

**Figure 13: City of Lemoore Number of Crashes by Lighting  
(January 1, 2017 - December 31, 2021)**

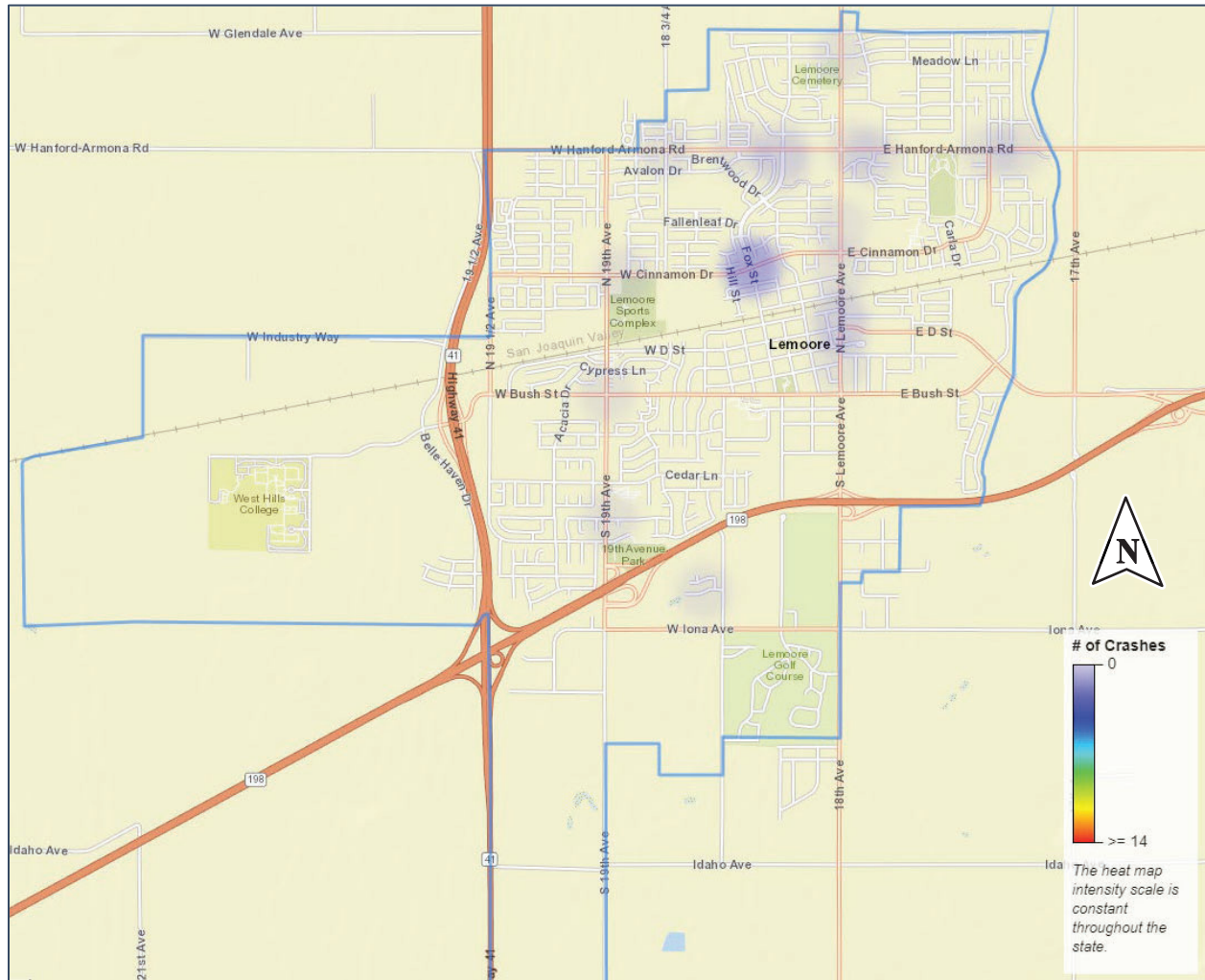


Weather	Count	%
A - Clear	10	95%
C - Raining	1	5%
<b>Total</b>	<b>11</b>	<b>100%</b>

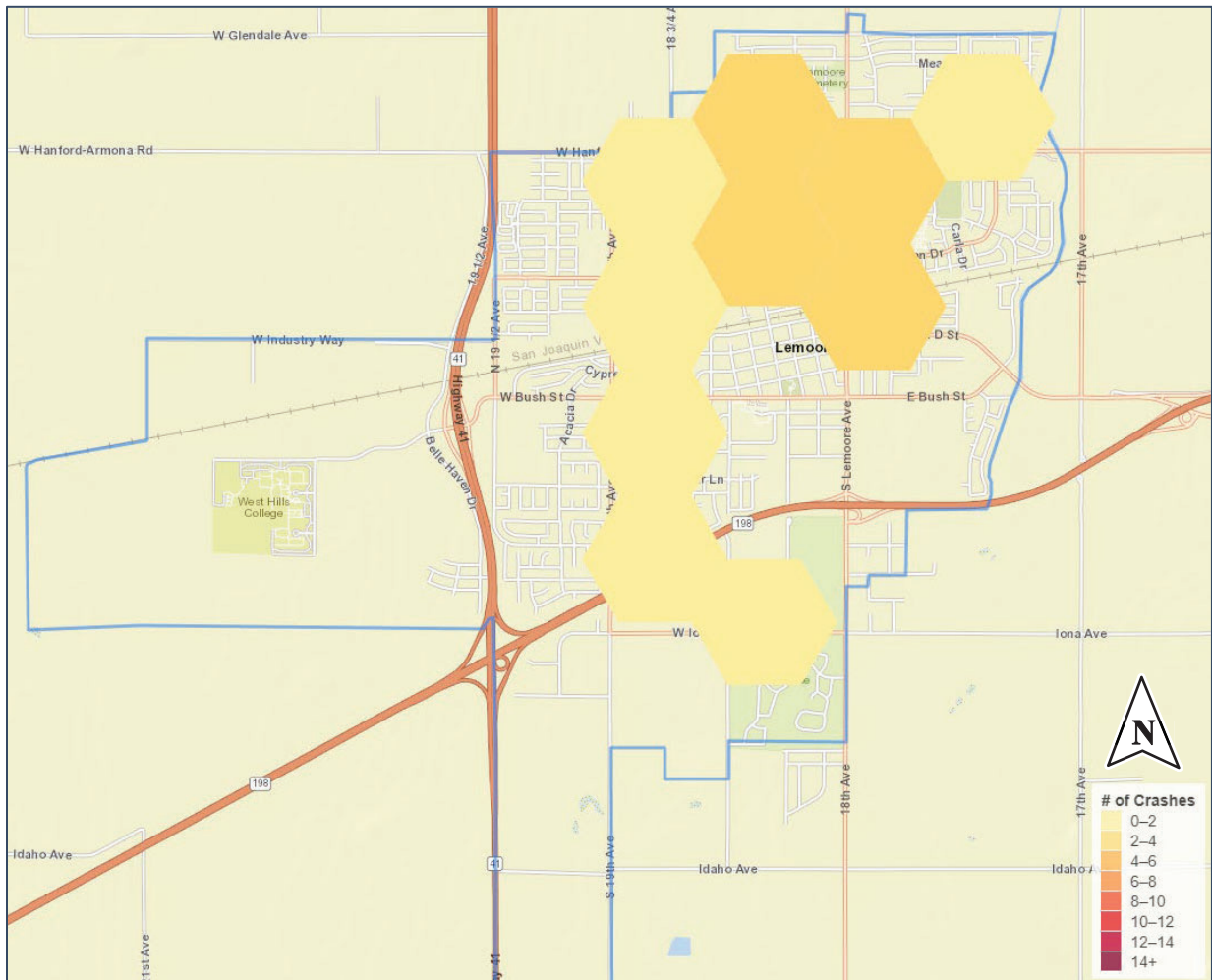
**Figure 14: City of Lemoore Number of Crashes by Weather  
(January 1, 2017 - December 31, 2021)**

## 6.4 Active Transportation Program (ATP) Summary Data & Maps

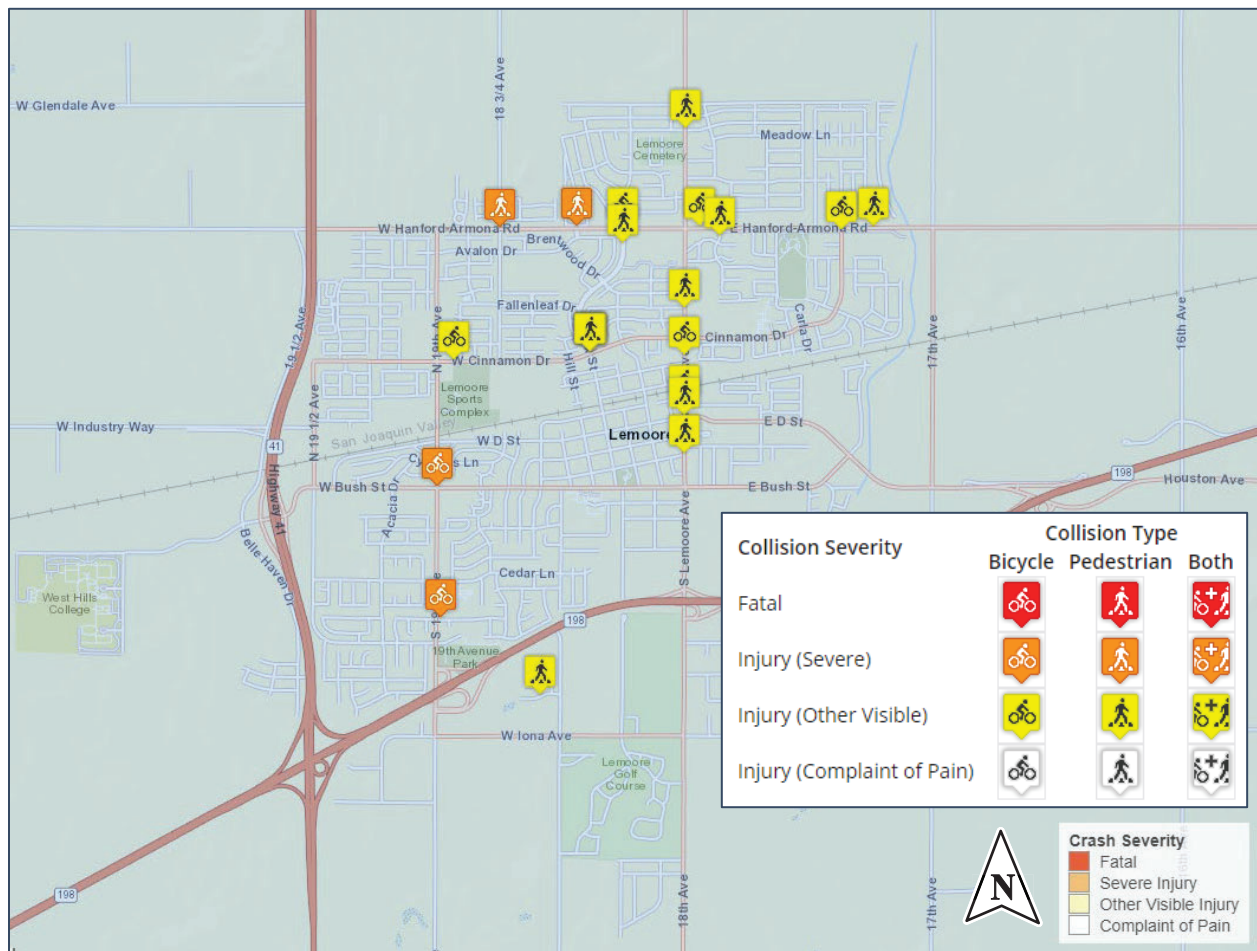
From 2017 to 2021 there has been 11 pedestrian collisions and 11 bicycle collisions. Out of the 11 pedestrian collisions, there were 2 severe injuries and 9 were visible injuries. Out of the 11 bicycle collisions, 2 were severe injury and 18 were visible. The following figure displays the City's ATP heat map.



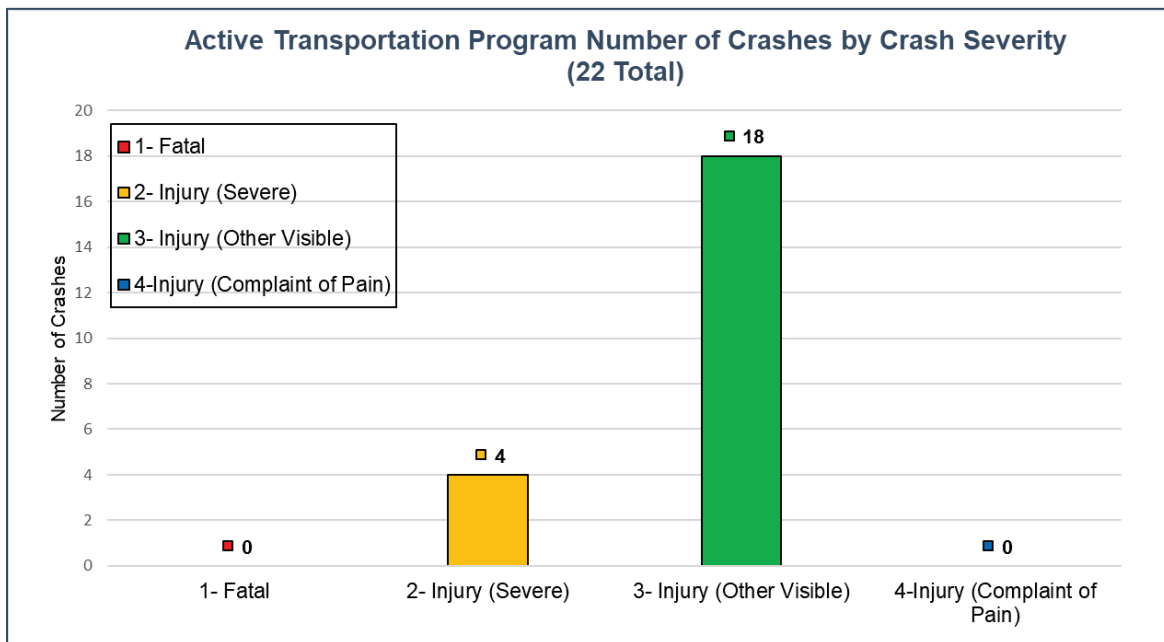
**Figure 15: City of Lemoore Active Transportation Program Heat Map (January 1, 2017 - December 31, 2021)**



**Figure 16: City of Lemoore Transportation Program Hexagonal Grid Map  
(January 1, 2017 - December 31, 2021)**



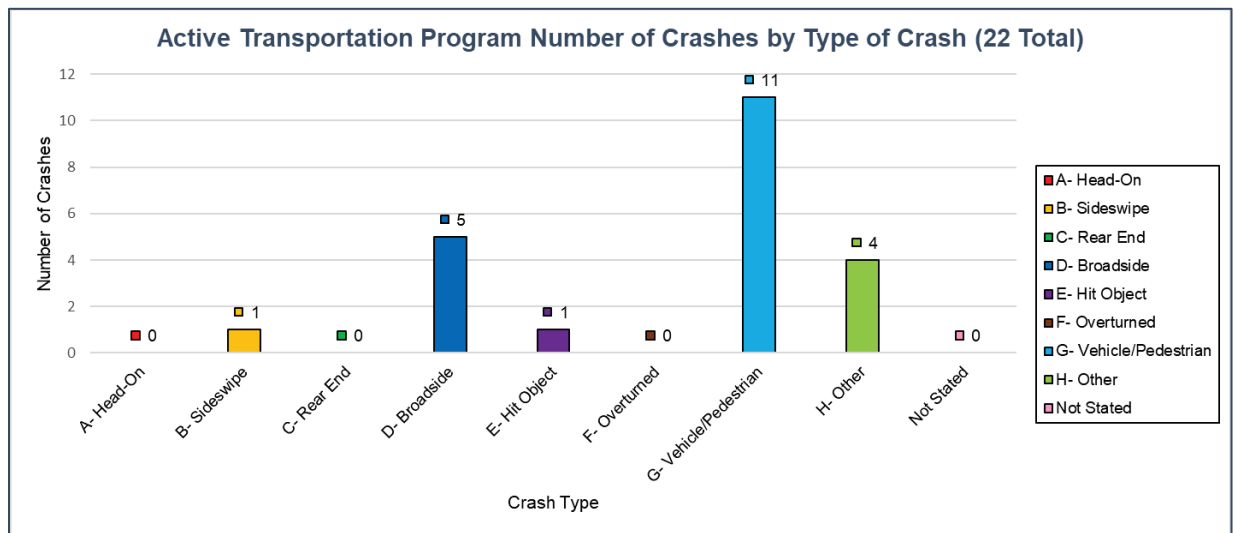
**Figure 17: City of Lemoore Active Transportation Program Specific Collision Map  
(January 1, 2017 - December 31, 2021)**



Crash Severity	Count	%
1 - Fatal	0	0%
2 - Injury (Severe)	4	18%
3 - Injury (Other Visible)	18	82%
4 - Injury (Complaint of Pain)	0	0%
<b>Total</b>	<b>22</b>	<b>100</b>

**Figure 18: Active Transportation Program Number of Crashes by Crash Severity  
(January 1, 2017 - December 31, 2021)**

According to University of California, Berkeley Transportation Injury Mapping System (TIMS), from 2017 to 2021, there was 0 fatal collisions (0%), 4 severe injury collisions (18%), 18 visible injury collisions (82%), and 0 complaint of pain collisions (0%).



Type of Crash	Count	%
Not Stated	0	0.0%
A - Head-On	0	0.0%
B - Sideswipe	1	4.5%
C - Rear End	0	0.0%
D - Broadside	5	22.7%
E - Hit Object	1	4.5%
F - Overturned	0	0.0%
G - Vehicle/Pedestrian	11	50.0%
H - Other	4	18.2%
<b>Total</b>	<b>22</b>	<b>100%</b>

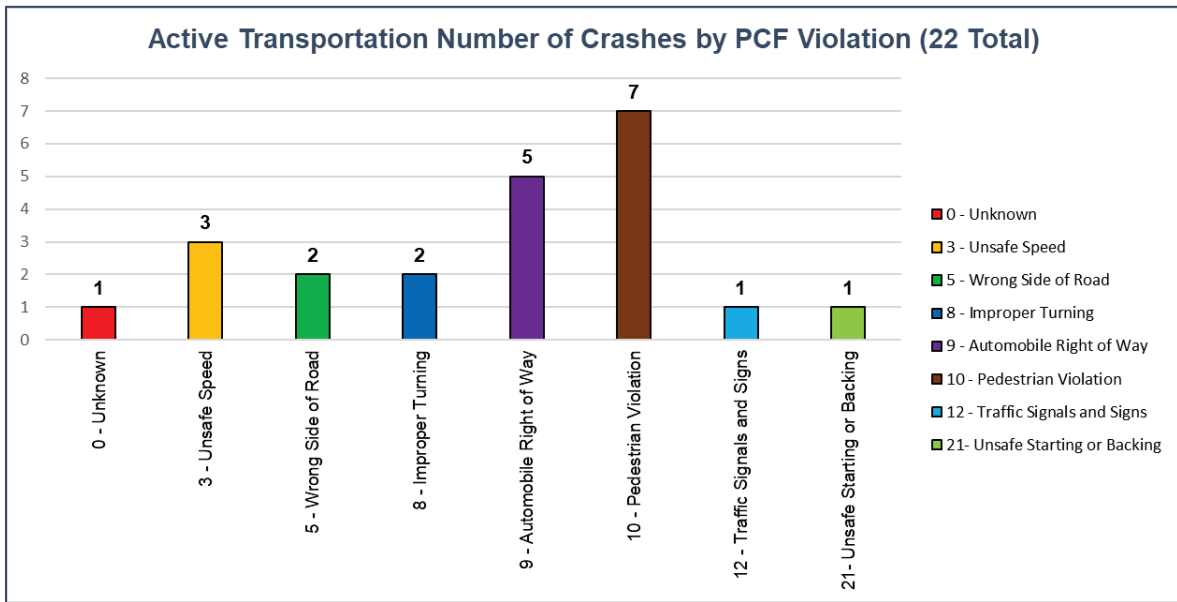
**Figure 19: Active Transportation Program Number of Crashes by Type of Crash (January 1, 2017 - December 31, 2021)**

There was 1 sideswipe collision (4.5%), 5 broadside collisions (22.7%), 1 Hit Object collisions (4.5%), 11 Vehicle/Pedestrian (50%) which makes up the majority type of collisions, and 4 other collisions (18.2%).

**Table 2: Active Transportation Program Number of Crashes per Day of Week per Time**  
(January 1, 2017 - December 31, 2021)

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Scale
00:00 - 02:59	0	0	0	0	0	0	0	0
03:00 - 05:59	0	0	0	1	0	0	0	
06:00 - 08:59	0	1	2	1	2	0	0	1
09:00 - 11:59	0	0	0	0	0	1	0	
12:00 - 14:59	2	1	0	0	1	0	1	2
15:00 - 17:59	2	0	0	1	0	1	1	
18:00 - 20:59	0	0	0	1	1	0	0	
21:00 - 23:59	0	1	0	0	0	0	1	
25:00 - Unknown	0	0	0	0	0	0	0	

\*Active Transportation Program (ATP) Crashes are included in the Total Number of Crashes (430)

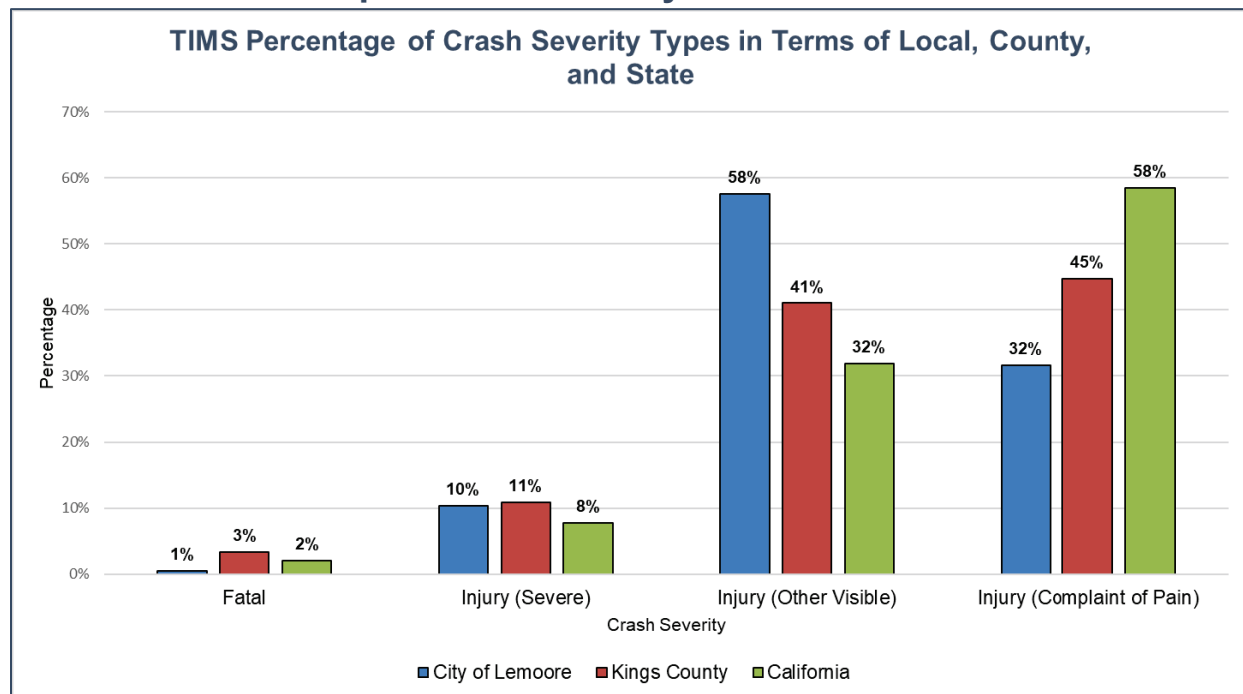


PCF Violation	Count	%
0 - Unknown	1	4.5%
3 - Unsafe Speed	3	13.6%
5 - Wrong Side of Road	2	9.1%
8 - Improper Turning	2	9.1%
9 - Automobile Right of Way	5	22.7%
10 - Pedestrian Right of Way	7	31.8%
12 - Traffic Signals and Signs	1	4.5%
21- Unsafe Starting or Backing	1	4.5%
<b>Total</b>	<b>22</b>	<b>100%</b>

**Figure 20: Number of Crashes by Primary Crash Factor PCF Violation**

According to University of California, Berkeley Transportation Injury Mapping System (TIMS) From 2017 to 2021, out of the 22 collisions, 1 collision had (0-Unknown), 3 collisions had (03-Unsafe Speed), 2 collisions had (05-Wrong Side of Road), 2 collisions had (08-Improper Turning), 5 collisions had (09-Automobile Right of Way), 7 collisions had (10-Pedestrian Right of Way), 1 collision had (12-Traffic Signals and Signs), finally 1 collision had (21-Unsafe Starting or Backing) as PCF Violation.

## 6.5 Crash Data Comparison and Analysis

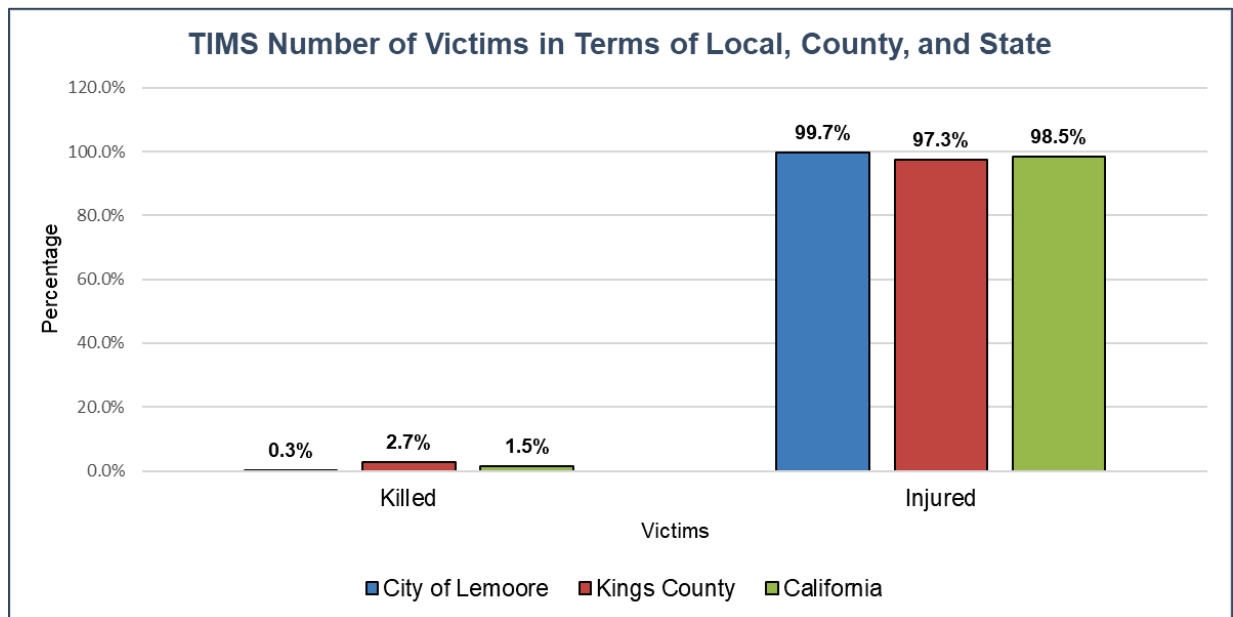


Crash Severity	Count (%)		
	Lemoore, CA	Kings County	California
1 Fatal	1 (1%)	97 (3%)	17,815 (2%)
2 Injury (Severe)	20 (10%)	318 (11%)	68,669 (8%)
3 Injury (Other Visible)	111 (58%)	1,196 (41%)	283,632 (32%)
4 Injury (Complaint of Pain)	61 (32%)	1,304 (45%)	520,717 (58%)
<b>Total</b>	<b>193 (100%)</b>	<b>2,915 (100%)</b>	<b>890,833 (100%)</b>

**Figure 21: TIMS Number and Percentage of Crash Severity Types in Terms of Local, County, and State**

(January 1, 2017 - December 31, 2021)

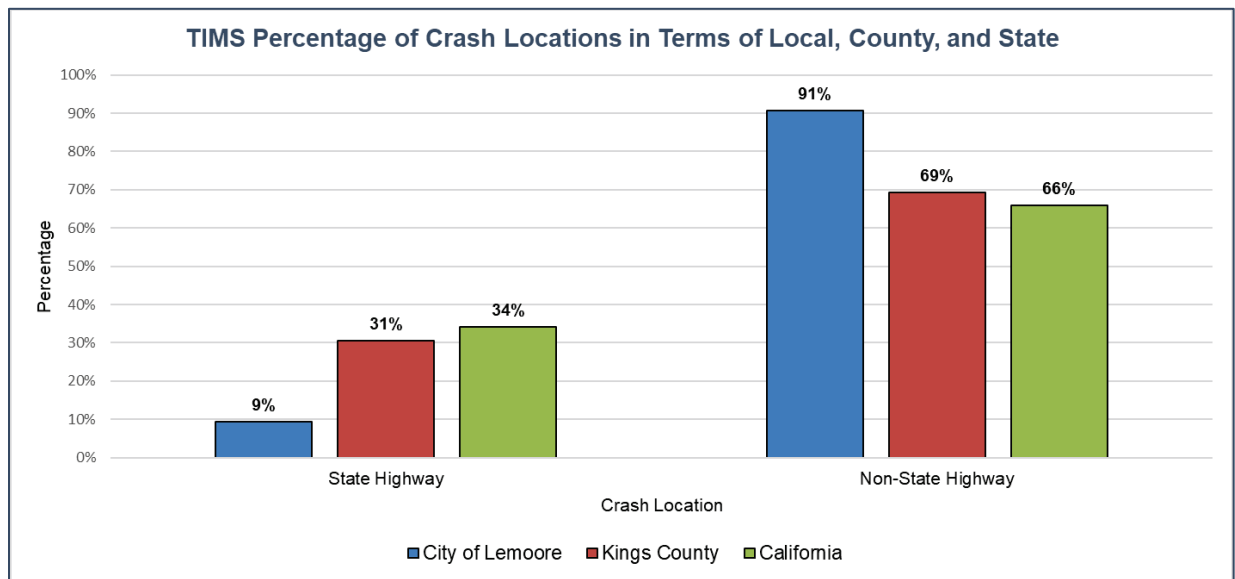
From the Transportation Injury Mapping System, the Statewide Integrated Traffic Records System contains crash data reported to California Highway Patrol (CHP) from the local and governmental agencies. From Figure 21, crash severity data is compared in the local, county, and state level. From the period between January 1, 2017 to December 31, 2021, City of Lemoore percentage proportions for 1) Fatal (1%), and 4) Injury-Complaint of Pain (32%) crash severity is lower than the county (3%, 45%) and state (2%, 58%) categories. The percentage of 3) Injury-Other Visible (58%) is higher than the county (41%) and state (32%) categories. The percentage of 2) Injury-Severe (10%) is lower than the county (11%) and higher than state (8%) categories. The data displayed shows a higher percentage of visible injuries and lower percentage of fatal and complaint of pain injury for the City of Lemoore, when compared to Kings County and State of California. This data was not inclusive of property damage only (PDO) related crashes.



Victims	Count (%)		
	Lemoore, CA	Kings County	California
Killed	1 (0.3%)	117 (2.7%)	19,330 (1.5%)
Injured	307 (99.7%)	4,255 (97.3%)	1,248,201 (98.5%)
<b>Total</b>	<b>308 (100%)</b>	<b>4,372 (100%)</b>	<b>1,267,531 (100%)</b>

**Figure 22: TIMS Number and Percentage of Victims in Terms of Local, County, and State (January 1, 2017 - December 31, 2021)**

From the Transportation Injury Mapping System, the Statewide Integrated Traffic Records System contains crash data reported to California Highway Patrol (CHP) from the local and governmental agencies. From Figure 22, number of victims killed and injured is compared in the local, county, and state level. From the period between January 1, 2017 to December 31, 2021, the data displayed shows that the City of Lemoore has a low victims killed percentage (0.3%) compared to 2.7% of Kings County and 1.5% of California. Looking at the injury percentage, the City of Lemoore has the higher percentage of injured victims (99.7%) compared to Kings County (97.3%) and California (98.5%). This data was not inclusive of property damage only (PDO) related crashes.

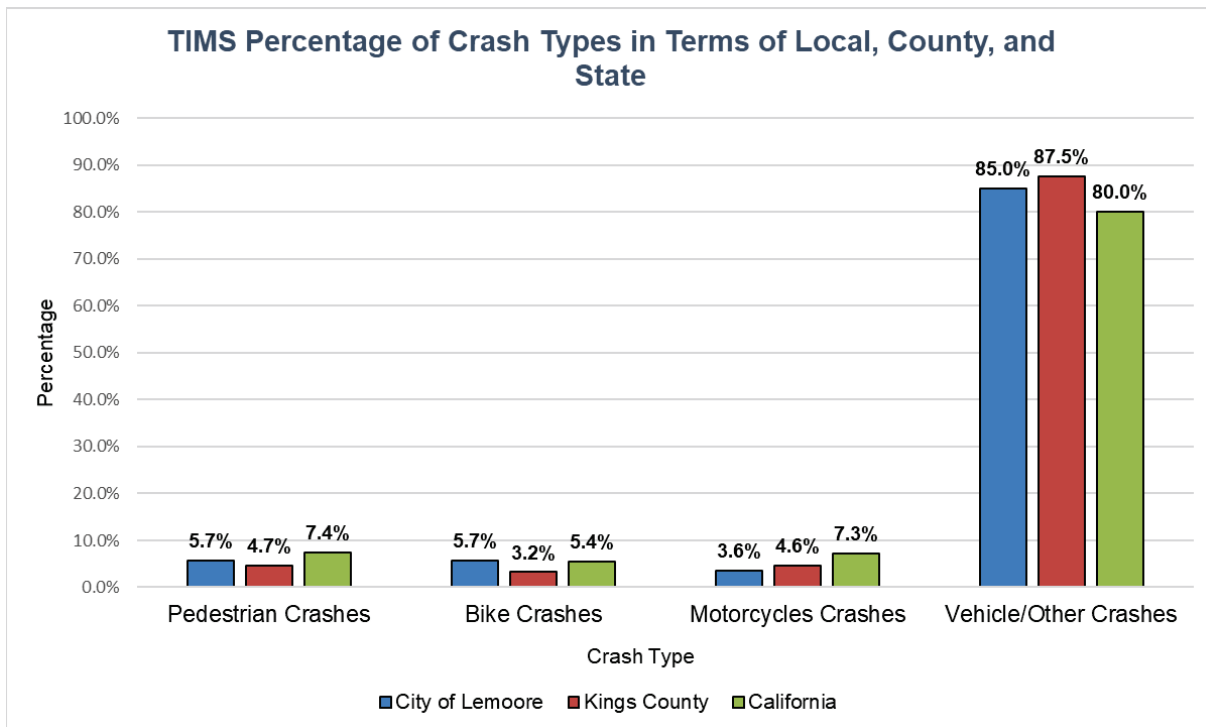


Crash Location	Count (%)		
	Lemoore, CA	Kings County	California
State Highway	18 (9%)	892 (31%)	304,365 (34%)
Non-State Highway	175 (91%)	2,023 (69%)	586,468 (66%)
<b>Total</b>	<b>193 (100%)</b>	<b>2,915 (100%)</b>	<b>890,833 (100%)</b>

**Figure 23: TIMS Number and Percentage of Crash Locations in Terms of Local, County, and State**

(January 1, 2017 - December 31, 2021)

From the Transportation Injury Mapping System, the Statewide Integrated Traffic Records System contains crash data reported to California Highway Patrol (CHP) from the local and governmental agencies. From Figure 23, crash location data is compared in the local, county, and state level. From the period between January 1, 2017 to December 31, 2021, City of Lemoore percentage proportion for State highway crashes (9%) is significantly lower than the county (31%) and state (34%) categories. The percentage Non-State Highway (91%) is much higher than the county (69%) and state (66%) categories. The data displayed shows a higher number of crashes that happened on local roadway than State Highway in terms of percentage proportion for the City of Lemoore, compared to Kings County and California. This data was not inclusive of property damage only (PDO) related crashes.



Crash Type	Count (%)		
	Lemoore, CA	Kings County	California
Pedestrian Crashes	11 (5.7%)	137 (4.7%)	65,666 (7.4%)
Bike Crashes	11 (5.7%)	94 (3.2%)	48,250 (5.4%)
Motorcycles Crashes	7 (3.6%)	133 (4.6%)	64,633 (7.3%)
Vehicle/Other Crashes	164 (85%)	2,551 (87.5%)	712,284 (80%)
<b>Total</b>	<b>193 (100%)</b>	<b>2,915 (100%)</b>	<b>890,833 (100%)</b>

**Figure 24: TIMS Number and Percentage of Crash Types in Terms of Local, County, and State**  
(January 1, 2017 - December 31, 2021)

From the Transportation Injury Mapping System, the Statewide Integrated Traffic Records System contains crash data reported to California Highway Patrol (CHP) from the local and governmental agencies. From Figure 24, crash type data is compared in the local, county, and state level. From the period between January 1, 2017 to December 31, 2021, City of Lemoore percentage proportion bike crashes (6%) is higher than the county (3%) and state (5%). Meanwhile, the percentage for motorcycle crashes for the city (7%) was lower than the county (5%) and state (7%) categories. In terms of pedestrian crashes, Lemoore (6%) was in between Kings County (5%) and California (7%); and for vehicle/other crashes, Lemoore (85%) was in between Kings County (88%) and California (80%). This data was not inclusive of property damage only (PDO) related crashes.

## 6.5 California Office of Traffic Safety (OTS) Ranking

Table 3: City of Lemoore OTS Crash Ranking Results 2020

Agency	Year	County	Group	Population (Avg)	DVMT
Lemoore	2020	KINGS COUNTY	D	27225	137737

TYPE OF CRASH	VICTIMS KILLED & INJURED	OTS RANKING
Total Fatal and Injury	33	53/91
Alcohol Involved	4	55/91
Had Been Drinking Driver < 21	1	17/91
Had Been Drinking Driver 21 – 34	1	57/91
Motorcycles	1	66/91
Pedestrians	1	79/91
Pedestrians < 15	0	52/91
Pedestrians 65+	0	62/91
Bicyclists	3	47/91
Bicyclists < 15	0	61/91
Composite	10	65/91

TYPE OF CRASH	FATAL & INJURY CRASHES	OTS RANKING
Speed Related	1	84/91
Nighttime (9:00pm – 2:59am)	2	66/91
Hit and Run	1	68/91

TYPE OF ARRESTS	ARRESTS	OTS RANKING*
DUI Arrests	76	79/91

The OTS Rankings were developed so that individual cities could compare their city's traffic safety statistics to those of other cities with similar-sized populations. Cities could use these comparisons to see what areas they may have problems in and which they were doing well in. The results helped both cities and OTS identify emerging or on-going traffic safety problem areas in order to help plan how to combat the problems and help with the possibility of facilitating grants. It should be noted that OTS rankings are only indicators of potential problems; there are many factors that may either understate or overstate a city/county ranking that must be evaluated based on local circumstances. City rankings are for incorporated cities only, for local streets in those cities, and state highways that run through cities with shared jurisdiction with the CHP and the city.

Crash rankings are based on the Empirical Bayesian Ranking Method, which adds weights to different statistical categories including observed crash counts, population and vehicle miles traveled. The crash counts reflect the aggregated impacts of all influential factors containing even the unrecognized or unmeasurable ones (e.g., level of enforcement), and the population and vehicle miles traveled represent the important traffic exposure factors that affect crash occurrence. Counties are assigned statewide rankings, while cities are assigned population group rankings. The first table: Population – estimates matched to "Year". DVMT – Daily Vehicle Miles Traveled. Caltrans estimate of the total number of miles all vehicles traveled on that city's streets on an average day during that year. The number of cities in each group varies by year.

Cities are grouped by 2019 population: Group A – 15 cities, populations over 250,000, Group B – 59 cities, population 100,001-250,000, Group C – 105 cities, population 50,001-100,000, Group D – 94 cities, population 25,001-50,000, Group E – 103 cities, population 10,001-25,000, Group F – 74 cities, population 2,501-10,000, Group G – 32 cities, population 1-2,500. City of Lemoore is in Group D with an average population of 27,225. Number 1 in the rankings is the highest, or "worst." For example, a ranking of 1/74 is the highest or worst, 45/74 is average, and 74/74 is the lowest or best.

- Center Table: Type of Crash – This column delineates the different types of crashes OTS has chosen to show in the rankings. These represent the types with larger percentages of total killed and injured and areas of focus for the OTS grant program. Victims Killed and Injured – This column shows the number of fatalities and injuries aggregated. Damage-only or fender-bender crashes are not included. Ranking – This column shows what ranking that city has as compared to other comparably sized incorporated cities in California for that particular type of crash. The first number is that city's ranking for that type of crash. The second number is the total number of cities/counties within that population grouping. Types of Crashes: Total Fatal and Injury – The total number of victims involved in all crashes where there were fatalities and/or injuries in that city/county. Alcohol Involved – Crashes in which there were victims killed or injured where a party (driver, pedestrian, bicyclist) was classified as "Had Been Drinking." Had Been Drinking Driver <21 – Crashes in which there were victims killed or injured where a driver who was under the age of 21 had been drinking. Had Been Drinking Driver 21-34 – Crashes in which there were victims killed or injured where a driver who was between the ages of 21 and 34 had been drinking. Motorcycles – Crashes in which there were victims killed or injured and a motorcycle was involved. Pedestrians – Crashes in which there were victims killed or injured and a pedestrian was

involved. Pedestrians <15 – Crashes in which there were victims killed or injured and a pedestrian under the age of 15 was involved. Pedestrians 65+ – Crashes in which there were victims killed or injured and a pedestrian age 65 and older was involved. Bicycles – Crashes in which there were victims killed or injured and a bicyclist was involved. Bicycles <15 – Crashes in which there were victims killed or injured and a bicyclist under age 15 was involved. Composite – Figures which show rankings only, an aggregate of several of the other rankings (Had Been Drinking 21-34, Had Been Drinking Under 21, Alcohol Involved, Hit & Run, Nighttime and Speed crashes). These figures are a means to give an indication of over-all traffic safety. Bottom table: Speed Related – Crashes in which there were victims killed or injured where speed was the primary factor. Bottom table: Nighttime (9:00pm – 2:59am) – Crashes in which there were victims killed or injured that occurred between those hours, which are prime hours for DUI, speeding and drowsy driving crashes. Hit and Run – Crashes in which there were victims killed or injured and a driver left the scene. \*DUI Arrests – DUI arrest figures are shown for cities only, not counties. The number of cities ranked against may be different than from the number of cities in the other categories. Not all cities report DUI arrests to the Department of Justice.

The City of Lemoore with a composite score of 19/94 (Below 25%) is below average in comparison to other incorporated cities with similar population in the most recent OTS ranking as of 2019. Based on “Types of Crashes”, total fatal and injury resulted to be 59 victims killed or injured, which ranked 45/94, which places the city below 50%. The City of Lemoore performed very well in the speed related fatal and injury crashes with 3, ranking the city at 88/94. The city also performed well in terms of DUI arrests made, with 68 and placed the city at 67/94.

The City of Lemoore with a composite score of 65/91 (Above 30%) is above average in comparison to other incorporated cities with similar population in the most recent OTS ranking as of 2020. Based on “Types of Crashes”, total fatal and injury resulted to be 33 victims killed or injured, which ranked 53/91, which places the city in the top 50%. The City of Lemoore performed very well in the speed related fatal and injury crashes with 1, ranking the city at 84/91. The city also performed well in terms of DUI arrests made, with 76 and placed the city at 79/91.

## **7. Emphasis Areas**

The project team identified four major emphasis areas for the city by utilizing the aforementioned analysis that included primary collision factors. The Strategic Highway Safety Plan (SHSP) addresses the “5 Es” of traffic safety: Engineering, Enforcement, Education, Emergency Response, and Emerging Technologies. Each emphasis area utilizes the 5 Es addressed by SHSP, the following emphasis areas are discussed and analyzed in this section.

1. High Collision Intersections
2. High Collision Roadway Segments
3. Broadside Collisions Due to Automobile Right-of-Way
4. Rear End Collisions Due to Unsafe Speeds

## 7.1 High Collision Intersections

The most prominent emphasis area is high collision intersections since most of the collisions in the City of Lemoore occurred on intersections. Each intersection has its own unique geometry therefore, an analysis of each of the prominent eleven (11) intersections in the City of Lemoore was concluded to understand the factors leading to collisions.



### Education



- Conduct public information and education campaign for safety laws regarding a safe approach to an intersection.
- Raise awareness of the necessity of abiding by the traffic safety laws.



### Engineering



- Identify and rank high collision intersections within the City every two to three years. Consider information obtained from public input and feedback regarding unreported collisions to supplement crash data.
- Evaluate the primary factors leading to collisions at high collision roadway segments.
- Develop and implement countermeasures to tackle those factors.
- Assess and report collision patterns before and after implementation of countermeasures and adjust as necessary.
- Maintain roadway signing and striping.
- Consider improving night time lighting.

### Enforcement



- Prioritize patrol patterns at high-risk intersections to monitor traffic law violations which include right of way violations, traffic signals and signs, unsafe speed, and DUI.
- When laws are enforced and awareness of abiding by traffic safety laws is raised, intersection collisions will reduce abundantly.

### Emergency Medical Services



- Consider targeted training for responding to specific high collision intersections and immediate treatment of predominant injuries at those locations.

### Emerging Technologies



- Develop new methods to integrate multisource transportation data for developing different measurements of traffic safety for road users and identify safety issues associated with emerging electrical and automated vehicles.

## 7.2 High Collision Roadway Segments

Applying safety improvements to high collision roadway segments is also a necessity. Each roadway segment has its own unique geometry therefore, an analysis of each of the prominent five (5) roadway segments in the City of Lemoore was concluded to understand the factors leading to collisions that occurred.



### Education

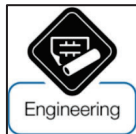


- Conduct public information and education campaign for safety laws regarding safe speed, improper turning, unsafe lane change, and driving on the wrong side of the road
- Raise awareness of the necessity of abiding by the traffic safety laws.



Source: Beverly Samperio, The Arrow

### Engineering



- Identify and rank high collision roadway segments within the City every two to three years. Consider information obtained from public input and feedback regarding unreported collisions to supplement crash data.
- Evaluate the primary factors leading to collisions at high collision roadway segments.
- Develop and implement countermeasures to tackle those factors.
- Assess and report collision patterns before and after implementation of countermeasures and adjust as necessary.
- Maintain roadway signing and striping.
- Consider improving night time lighting.

### Enforcement



- Prioritize patrol patterns at high collision roadway segments to monitor traffic law violations which include unsafe speed and improper turning.
- When laws are enforced and awareness of abiding by traffic safety laws is raised, roadway segment collisions will reduce abundantly.

### Emergency Medical Services



- Consider targeted training for responding to specific high collision roadway segments and immediate treatment of predominant injuries at those locations.

### Emerging Technologies



- Develop new methods to integrate multisource transportation data for developing different measurements of traffic safety for road users and identify safety issues associated with emerging electrical and automated vehicles.

## 7.3 Broadside Collisions Due to Automobile Right-of-Way

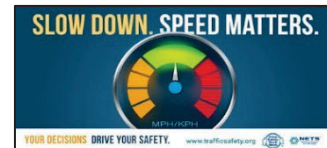
Broadside collisions ranked the highest type of collisions with a total count of one hundred and forty-three (143) collisions out of 430 total crashes (33%). Broadside collisions occurred due to the primary collision factor (PCF) of automobile right-of-way (84) Analysis was performed on these intersections that contained these specific traffic collisions.



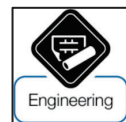
### Education



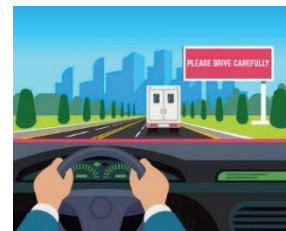
- Conduct public information and education campaign for safety laws regarding the undesired risks of drinking and driving and as well as maintaining a safe speed.
- Raise awareness of the necessity of not drinking while driving and maintaining a safe speed to avoid many undesired tragic events such as rear end collisions.



### Engineering



- Identify locations where overturned collisions due to unsafe speed, improper turning, and unsafe lane changes are occurring within the City every two to three years.
- Consider information obtained from public input and feedback regarding unreported collisions to supplement crash data.
- Develop and implement countermeasures to tackle overturned collisions due to unsafe speed.
- Assess and report collision patterns before and after implementation of countermeasures and adjust as necessary.



### Enforcement



- Prioritize patrol patterns at DUI and high-speed locations to monitor traffic law violations which include DUI not maintaining a safe speed while operating a vehicle.
- When laws are enforced and awareness of abiding by traffic safety laws and signs is raised, overturned collisions due to unsafe speeds will reduce.

### Emergency Medical Services



- Consider targeted training for responding to high-speed locations and immediate treatment of predominant injuries at those locations.

### Emerging Technologies



- Develop new methods to integrate multisource transportation data for developing different measurements of traffic safety for road users and identify safety issues associated with emerging electrical and automated vehicles.

## 7.4 Rear End Collisions Due to Unsafe Speeds

Rear End Collisions ranked the highest type of collision with a total count of ninety-two (92) collisions out of 430 total crashes (21%). Rear end collisions are due to primary collision factor (PCF) of unsafe speeds (41). Analysis was performed on high-collision intersections that have collisions.



### Education



- Conduct public information and education campaign for safety laws regarding a proper turning.
- Raise awareness of the necessity of abiding by the traffic safety laws to avoid broadside collisions that occur mostly due to improper turning by not give an automobile the right of way.

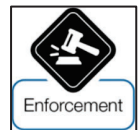


### Engineering



- Identify locations where hit object collisions due to improper turning are occurring within the city every two to three years.
- Consider information obtained from public input and feedback regarding unreported collisions to supplement crash data.
- Develop and implement countermeasures to tackle hit object collisions due to improper turning.
- Assess and report collision patterns before and after implementation of countermeasures and adjust as necessary.
- Maintain roadway signing and striping.

### Enforcement



- Prioritize patrol patterns at high collision intersections where hit object collisions due to improper turning are occurring mostly to monitor traffic law violations which include the failure of stopping and waiting for a safe gap to approach the road.
- When laws are enforced and awareness of abiding by traffic safety laws and signs is raised, broadside collisions due to improper turning will reduce abundantly.

### Emergency Medical Services



- Consider targeted training for responding to high collision intersections where hit object collisions due to improper turning are occurring mostly and immediate treatment of predominant injuries at those locations.

### Emerging Technologies

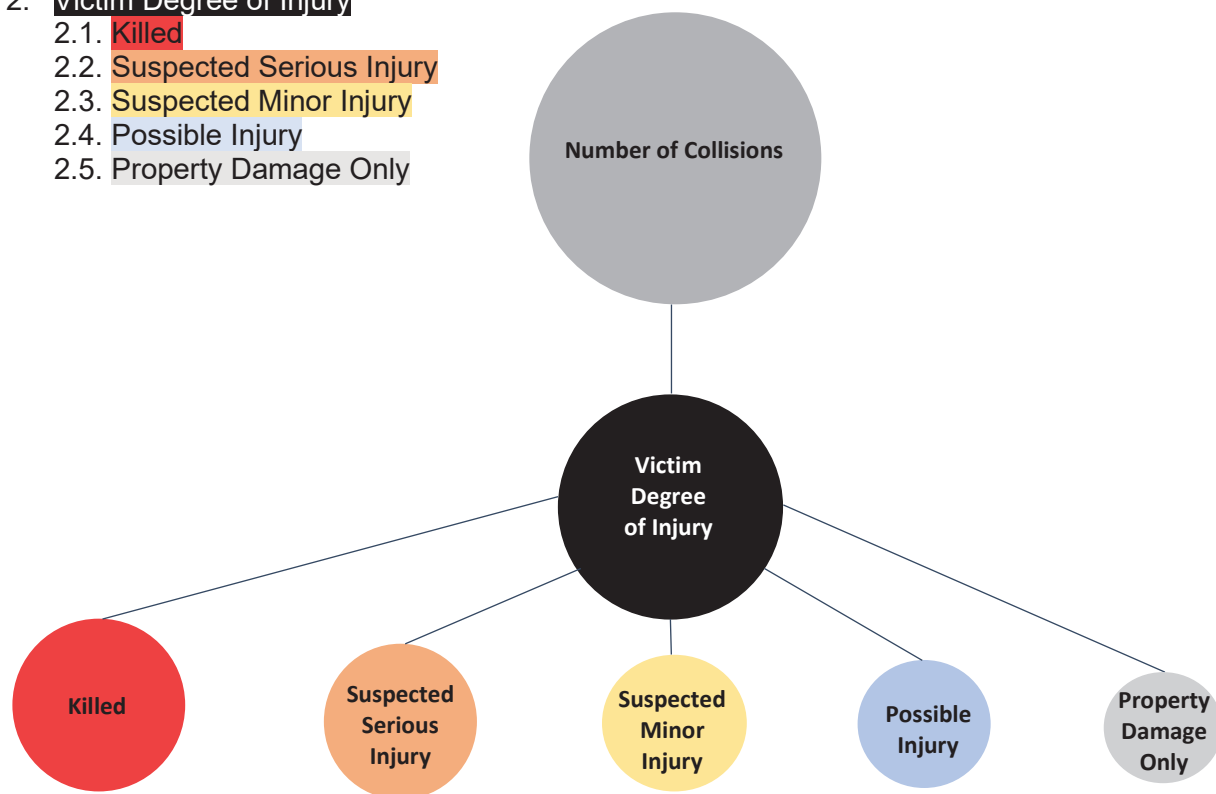


- Develop new methods to integrate multisource transportation data for developing different measurements of traffic safety for road users and identify safety issues associated with emerging electrical and automated vehicles.

## 8. High Collision Locations Identification, Pattern Analysis, and Recommended Improvements

As part of the quantitative analysis, high collision intersections and roadway segments were identified and prioritized using the Crash Frequency methodology as described in the Local Roadway Safety Manual. Crash Frequency is defined as the number of crashes occurring within a determined study area. Minagar & Associates, Inc. took a further step and included the number of victims and their corresponding degree of injury for each intersection and roadway segment. As part of the qualitative analysis, Minagar & Associates, Inc. conducted a field assessment in the City of Lemoore on January 30, 2023. The purpose of the field visit is to verify the characteristics and geometry of the existing intersection and roadway segment infrastructure and the viability of the recommended countermeasures. Conceptual plans were developed and updated with these safety countermeasures. For each of the identified high collision locations (intersections and roadway segments), prominent locations in the City were identified and ranked based on the following criteria:

1. Number of Collisions
2. Victim Degree of Injury
  - 2.1. Killed
  - 2.2. Suspected Serious Injury
  - 2.3. Suspected Minor Injury
  - 2.4. Possible Injury
  - 2.5. Property Damage Only



Upon identifying and ranking prominent intersections and roadway segments, collisions were analyzed by identifying the Primary Collision Factor (PCF) that lead to the occurrence of each collision and the pattern. Upon completion of the analysis, recommendations were developed as safety mitigation measures to potentially mitigate similar collisions in the future. Countermeasures have been proposed in compliance with the California Manual on Uniform Traffic Control Devices. It is important to utilize Crash Modification Factor (CMF) when identifying potential systemic safety improvements. The CMF method is found in Part D of the American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual (HSM). CMFs are defined as the ratio of effectiveness of expected crashes with

treatment in comparison to expected crashes without treatment. Furthermore, A CMF is a multiplicative factor used to determine the expected number of crashes after implementing the proposed countermeasures to ensure efficiency of utilizing and implementing the proposed countermeasures. Countermeasures with CMFs less than one are expected to reduce crashes. On the other hand, countermeasures with CMFs greater than one are expected to increase crashes. CMFs are calculated as follows:

$\text{CMF} = \frac{\text{Expected Crashes WITH Treatment}}{\text{Expected Crashes WITHOUT Treatment}}$	CMF < 1.0	Expected to reduce crashes
	CMF = 1.0	Expected to have no impact on safety
	CMF > 1.0	Expected to increase crashes

A Crash Reduction Factor (CRF) is similar and related to a CMF but stated in different terms. A CRF is defined as a percentage of crash reduction that might be expected after the implementation of a given countermeasure at a specific site. CRFs are calculated as follows:

$$\text{CRF} = (1 - \text{CMF}) \times 100$$

Appropriate CMFs shall be used with caution. CMFs should be selected from the HSM Part D, the LRSM, or from the FHWA CMF Clearinghouse website (<http://www.cmfclearinghouse.org>).

**Table 4: City of Lemoore Engineering Countermeasures Toolbox**

LRSM No. <sup>[1]</sup>	Countermeasure Name	Crash Type			CMF <sup>[2]</sup>	CRF <sup>[3]</sup>	HSIP Funding Eligibility
		All	Night	Ped and Bike			
NS06	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	X			0.85	15%	90%
NS07	Upgrade intersection pavement marking (NS.I.)	X			0.75	25%	90%
NS20PB	Install pedestrian crossing at uncontrolled locations (new signs and markings only)			X	0.75	25%	90%
NS21PB	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)			X	0.65	35%	90%
R22	Install/upgrade signs with new fluorescent sheeting (regulatory or warning)	X			0.85	15%	90%
R28	Install edge-lines and centerlines	X			0.75	25%	90%
S02	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	X			0.85	15%	90%
S09	Install raised pavement markers and striping (Through Intersection)	X			0.90	10%	90%
S18PB	Install pedestrian crossing (S.I.)			X	0.75	25%	90%

[1] Local Roadway Safety Manual Countermeasure Identification Number

- NS: Non-Signalized Intersection
- R: Roadway Segment
- S: Signalized Intersection

[2] Crash Modification Factor

[3] Crash Reduction Factor

## 8.1 High Collision Intersections

High collision intersections are critical intersections that require the most analytical focus since it is anticipated that many collisions will occur within a high collision intersection based on its crash history. Table 5 displays the eleven (11) most prominent intersections in terms of number of collisions in the City of Lemoore. Table 6 displays the eleven (11) prominent intersections with their ranking methodology.

**Table 5: List of High Collision Intersections**

Intersection Identification Number*	Intersection Ranking Number**	Intersection	Control	Number of Collisions***
1	1	N Lemoore Ave & Cinnamon Dr	Signalized	11
2	2	Liberty Dr & Hanford Armona Rd	Unsignalized	6
3	3	Lemoore Ave & D St	Signalized	6
4	4	N Lemoore Ave & C St	Unsignalized	5
5	5	N Lemoore Ave & Hanford Armona Rd	Signalized	4
6	6	Cinnamon Dr & Hanford Armona Rd	Unsignalized	4
7	7	Fox St & B St	Unsignalized	3
8	8	W Cinnamon Dr & Fox St	Unsignalized	3
9	9	Hanford Armona Rd & Beverly Dr	Unsignalized	3
10	10	S 19 <sup>th</sup> Ave & Cedar Ln	Unsignalized	3
11	11	N 19 <sup>th</sup> Ave & Cinnamon Dr	Unsignalized	2

\* Intersection Identification Number is merely an identification method utilized to avoid confusion with the Intersection Ranking Number.

\*\* Intersection Ranking Number is based on the number of contiguous collisions within each intersection.

\*\*\* Total Number of Collisions during the 5-year period between January 1, 2017 and December 31, 2021.

**Table 6: Intersection Number of Collisions and Ranking in the City of Lemoore**

Intersection Ranking Number*	Intersection	Number of Collisions**	Collision Severity				
			Killed	Severe Injury	Visible Injury	Complaint of Pain	Property Damage Only
1	N Lemoore Ave & Cinnamon Dr	11	0	1	6	0	4
2	Liberty Dr & Hanford Armona Rd	6	0	2	3	1	0
3	Lemoore Ave & D St	6	0	0	2	1	3
4	N Lemoore Ave & C St	5	0	0	0	2	3
5	N Lemoore Ave & Hanford Armona Rd	4	0	0	3	0	1
6	Cinnamon Dr & Hanford Armona Rd	4	0	0	2	2	0
7	Fox St & B St	3	0	1	2	1	0
8	W Cinnamon Dr & Fox St	3	0	0	2	1	0
9	Hanford Armona Rd & Beverly Dr	3	0	0	2	0	1
10	S 19 <sup>th</sup> Ave & Cedar Ln	3	0	0	0	1	2
11	N 19 <sup>th</sup> Ave & Cinnamon Dr	2	0	0	0	1	1

\* Intersection Ranking Number is based on the number of contiguous collisions within each intersection.

\*\* Total Number of Collisions during the 5-year period between January 1, 2017 and December 31, 2021.

### 8.1.1 Intersection 1: N Lemoore Ave & Cinnamon Dr

**Table 7: Intersection 1 Number of Collisions and Corresponding Primary Collision Factor**

Number of Collisions	Primary Collision Factor
4	Traffic Signals & Signs
2	Unsafe Starting or Backing
2	Automobile Right of Way
1	Improper Turning
1	Following Too Closely
1	Driving or Bicycling Under the Influence of Alcohol or Drug
<b>Total</b>	<b>11</b>

High Collision Recommendations:

1. Repaint Intersection Pavement Marking
2. Restripe Intersection Traffic Striping
3. Upgrade Signal Hardware with Lenses, Back-Plates with Retroreflective Borders
4. Install [R3-8b] Sign
5. Install [R2-1] (35) Sign
6. Repaint Pedestrian Crossing

### 8.1.2 Intersection 2: Liberty Dr & Hanford Armona Rd

**Table 8: Intersection 2 Number of Collisions and Corresponding Primary Collision Factor**

Number of Collisions	Primary Collision Factor
3	Automobile Right of Way
1	Traffic Signals & Signs
1	Pedestrian Right of Way
1	Other Improper Driving
<b>Total</b>	<b>6</b>

High Collision Recommendations:

1. Repaint Intersection Pavement Marking
2. Install/Repaint Pedestrian Crossing (East to West)
3. \*Install Pedestrian (Ladder) Crossing
4. \*Install In-Roadway Warning Light (IRWL) System/Rectangular Rapid Flashing Beacon (RRFB)
5. Install [R2-1] (35) Sign
6. Install [W2-1] Sign

\*\*\*Subject to Warrant Assessment of Traffic Signal and/or All-way Stop Sign In Accordance to CA MUTCD Standards (2014) and In-Roadway Warning Light/RRFB Traffic Engineering Assessment

### 8.1.3 Intersection 3: Lemoore Ave & D St

**Table 9: Intersection 3 Number of Collisions and Corresponding Primary Collision Factor**

Number of Collisions		Primary Collision Factor
2		Traffic Signals & Signs
1		Improper Turning
1		Unsafe Lane Change
1		Pedestrian Right of Way
1		Driving or Bicycling Under the Influence of Alcohol or Drug
Total	6	

High Collision Recommendations:

1. Install/Repaint Intersection Pavement Marking
2. Restripe Intersection Traffic Striping
3. Upgrade Signal Hardware with Lenses, Back-plates with Retroreflective Borders
4. Install/Repaint Pedestrian Crossing
5. Install [R2-1] (25) Sign
6. Install [R3-8b] Sign
7. Install [R61-5 (CA)] Sign

### 8.1.4 Intersection 4: N Lemoore Ave & C St

**Table 10: Intersection 4 Number of Collisions and Corresponding Primary Collision Factor**

Number of Collisions		Primary Collision Factor
4		Automobile Right of Way
1		Unsafe Speed
Total	5	

High Collision Recommendations:

1. Install/Repaint Intersection Pavement Marking
2. Install/Repaint Pedestrian Crossing
3. Install [R2-1] (25) Sign
4. Install [W4-4P] Sign
5. Install [W2-2R] Sign
6. Install [W2-2L] Sign
7. Restripe Intersection Traffic Striping

### 8.1.5 Intersection 5: N Lemoore Ave & Hanford Armona Rd

**Table 11: Intersection 5 Number of Collisions and Corresponding Primary Collision Factor**

Number of Collisions		Primary Collision Factor
2		Traffic Signals & Signs
1		Unsafe Speed
1		Unknown
Total	4	

High Collision Recommendations:

1. Install/Repaint Intersection Pavement Marking
2. Restripe Intersection Traffic Striping
3. Upgrade Signal Hardware with Lenses, Back-plates with Retroreflective Borders
4. Install/Repaint Pedestrian Crossing
5. Install [R2-1] (35) Sign
6. Replace Sign with New Fluorescent Sheeting
7. Install [W3-3] Sign

### 8.1.6 Intersection 6: Cinnamon Dr & Hanford Armona Rd

**Table 12: Intersection 6 Number of Collisions and Corresponding Primary Collision Factor**

Number of Collisions		Primary Collision Factor
4		Automobile Right of Way
Total	4	

High Collision Recommendations:

1. Install/Repaint Intersection Pavement Marking
2. Restripe Intersection Traffic Striping
3. Remove Existing Pavement and Traffic Striping
4. Replace Sign with New Fluorescent Sheeting
5. Install [W4-4P] Sign
6. Install [W2-1] Sign
7. Install [R2-1] (35) Sign
8. Install [R4-7] & [N-1 (CA)] Sign

### 8.1.7 Intersection 7: Fox St & B St

**Table 13: Intersection 7 Number of Collisions and Corresponding Primary Collision Factor**

Number of Collisions		Primary Collision Factor
3		Automobile Right of Way
Total	3	

High Collision Recommendations:

1. Install/Repaint Intersection Pavement Marking
2. Restripe Intersection Traffic Striping
3. Install/Repaint Pedestrian Crossing
4. Replace Sign with New Fluorescent Sheeting
5. Install [W4-4P] Sign

### 8.1.8 Intersection 8: W Cinnamon Dr & Fox St

**Table 14: Intersection 8 Number of Collisions and Corresponding Primary Collision Factor**

Number of Collisions		Primary Collision Factor
2		Automobile Right of Way
1		Unsafe Speed
Total	3	

High Collision Recommendations:

1. Install/Repaint Intersection Pavement Marking
2. Restripe Intersection Traffic Striping
3. Install/Replace Pedestrian Crossing
4. Replace Sign with New Fluorescent Sheeting
5. Install [R4-7] & [N-1 (CA)] Sign

### 8.1.9 Intersection 9: Hanford Armona Rd & Beverly Dr

**Table 15: Intersection 9 Number of Collisions and Corresponding Primary Collision Factor**

Number of Collisions		Primary Collision Factor
2		Automobile Right of Way
1		Improper Turning
Total	3	

High Collision Recommendations:

1. Install/Repaint Intersection Pavement Marking
2. Restripe Intersection Traffic Striping
3. Install [W4-4P] Sign
4. Install [W2-1] Sign
5. Install [R2-1] (35) Sign

### 8.1.10 Intersection 10: S 19<sup>th</sup> Ave & Cedar Ln

**Table 16: Intersection 10 Number of Collisions and Corresponding Primary Collision Factor**

Number of Collisions		Primary Collision Factor
2		Automobile Right of Way
1		Pedestrian Right of Way
Total	3	

High Collision Recommendations:

1. Install/Repaint Intersection Pavement Marking
2. Restripe Intersection Traffic Striping
3. Install Pedestrian (Ladder) Crosswalk
4. Install [R81 (CA)] Sign

### 8.1.11 Intersection 11: N 19<sup>th</sup> Ave & Cinnamon Dr

**Table 17: Intersection 11 Number of Collisions and Corresponding Primary Collision Factor**

Number of Collisions		Primary Collision Factor
2		Automobile Right of Way
Total	2	

High Collision Recommendations:

1. Install Pedestrian (Ladder) Crosswalk
2. Install Solar Flashing LED Stop Sign

## 8.2 High Collision Roadway Segments

High collision roadway segments are critical segments that require focus since it is anticipated that collisions will occur within a high collision roadway segment based on its crash history. Table 18 displays the five (5) most prominent roadway segments in the City of Lemoore. Table 19 displays the five (5) prominent roadway segments with their ranking methodology.

**Table 18: List of High Collision Roadway Segments**

Roadway Segment Identification Number*	Roadway Segment Ranking Number**	Roadway Segment	Number of Collisions***
1	1	N Lemoore Ave (Devon Dr to Cinnamon Dr)	12
2	2	Hanford Armona Rd (N Lemoore Ave to Beverly Dr)	7
3	3	N Lemoore Ave (E Magnolia Ave to D St)	6
4	4	N Lemoore Ave (Cinnamon Dr to G St)	5
5	5	N Lemoore Ave (W Burlwood Ln to Hanford Armona Rd)	5

\* Roadway Segment Identification Number is merely an identification method utilized to avoid confusion with the Roadway Segment Ranking Number.

\*\* Roadway Segment Ranking Number is based on the number of collisions that occurred on a roadway segment.

\*\*\* Total Number of Collisions during the 5-year period between January 1, 2017 and December 31, 2021.

**Table 19: Roadway Segment Number of Collisions and Ranking in the City of Lemoore**

Roadway Segment Ranking Number*	Roadway Segment	Number of Collisions**	Collision Severity				
			Killed	Severe Injury	Visible Injury	Complaint of Pain	Property Damage Only
1	N Lemoore Ave (Devon Dr to Cinnamon Dr)	12	0	0	4	3	5
2	Hanford Armona Rd (N Lemoore Ave to Beverly Dr)	7	0	0	2	1	4
3	N Lemoore Ave (E Magnolia Ave to D St)	6	0	0	3	0	3
4	N Lemoore Ave (Cinnamon Dr to G St)	5	0	0	2	1	2
5	N Lemoore Ave (W Burlwood Ln to Hanford Armona Rd)	5	0	0	1	1	3

\* Roadway Segment Ranking Number is based on the number of collisions that occurred on a roadway segment.

\*\* Total Number of Collisions during the 5-year period between January 1, 2017 and December 31, 2021.

### 8.2.1 Roadway Segment 1: N Lemoore Ave (Devon Dr to Cinnamon Dr)

**Table 20: Roadway Segment 1 Number of Collisions and Corresponding Primary Collision Factor**

Number of Collisions	Primary Collision Factor
4	Improper Turning
4	Automobile Right of Way
4	Unsafe Speed
<b>Total</b>	<b>12</b>

High Collision Recommendations:

1. Install/Repaint Traffic Pavement Marking
2. Repaint Traffic Striping
3. Replace Sign with New Fluorescent Sheeting
4. Install [W2-1] Sign
5. Install [W1-6R] & [N-1 (CA)] Sign
6. Install [R1-1] & [W4-4P] Sign
7. Install [R1-1] Sign

### 8.2.2 Roadway Segment 2: Hanford Armona Rd (N Lemoore Ave to Beverly Dr)

**Table 21: Roadway Segment 2 Number of Collisions and Corresponding Primary Collision Factor**

Number of Collisions	Primary Collision Factor
2	Unsafe Speed
2	Improper Turning
1	Automobile Right of Way
1	Wrong Side of Road
1	Pedestrian Violation
<b>Total</b>	<b>7</b>

High Collision Recommendations:

1. Install [R1-1] & ["Right Turn Only"] Sign
2. Install [W3-3] Sign
3. Remove & Salvage Existing Sign

### 8.2.3 Roadway Segment 3: N Lemoore Ave (E Magnolia Ave to D St)

**Table 22: Roadway Segment 3 Number of Collisions and Corresponding Primary Collision Factor**

Number of Collisions	Primary Collision Factor
3	Unsafe Speed
1	Unsafe Lane Change
1	Other Than Driver (or Pedestrian)
1	Driving or Bicycling Under the Influence of Alcohol or Drug
<b>Total</b>	<b>6</b>

High Collision Recommendations:

1. Install [R1-1] Sign
2. Install [W1-7] & [N-1 (CA)] Sign
3. Install [W3-3] & [R26 (CA)] Sign

## 8.2.4 Roadway Segment 4: N Lemoore Ave (Cinnamon Dr to G St)

**Table 23: Roadway Segment 4 Number of Collisions and Corresponding Primary Collision Factor**

Number of Collisions		Primary Collision Factor
2		Automobile Right of Way
1		Unsafe Lane Change
1		Unsafe Speed
1		Following Closely
Total	5	

High Collision Recommendations:

1. Install [R1-1] Sign
2. Install [W3-3] & [R26 (CA)] Sign
3. Install Raised Concrete Median
4. Install [R81 (CA)] Sign
5. Repaint Traffic Striping
6. Remove Conflicting Traffic Striping

## 8.2.5 Roadway Segment 5: N Lemoore Ave (W Burlwood Ln to Hanford Armona Rd)

**Table 24: Roadway Segment 5 Number of Collisions and Corresponding Primary Collision Factor**

Number of Collisions		Primary Collision Factor
3		Unsafe Speed
1		Improper Passing
1		Unsafe Lane Change
Total	5	

High Collision Recommendations:

1. Install [W9-1] Sign
2. Install [W1-7] & [N-1 (CA)] Sign
3. Repaint Traffic Striping
4. Repaint Traffic Pavement Marking
5. Remove Conflicting Traffic Pavement Marking
6. Replace Sign with New Fluorescent Sheeting

## **9. Collision Diagrams, Preliminary Conceptual Plans for Recommended Improvements at High Collision Intersections and High Collision Roadway Segments, Cost Estimates, and Benefit Cost Ratios**

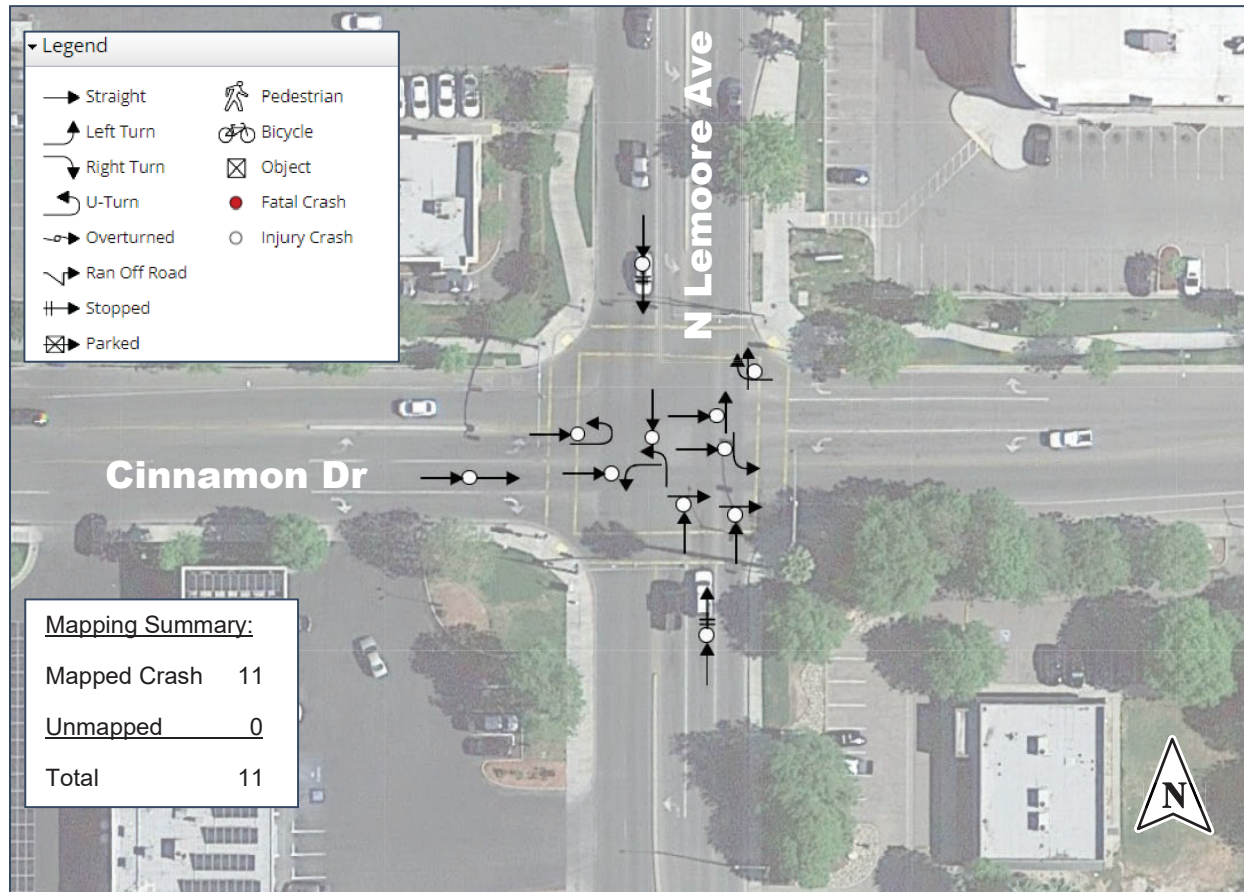
At each of the aforementioned high collision intersections and roadway segments, the collision patterns have been evaluated and countermeasures to those patterns have been developed through a preliminary conceptual plan and the preliminary cost of those measures has been estimated. This section of this report summarizes those results.

This Local Safety Plan is funded through a Highway Safety Improvement Program (HSIP) grant from the California Department of Transportation (Caltrans). HSIP grant funding is prioritized and awarded based on the grant funding's economic effectiveness, which is established by a benefit to cost ratio. Under the current HSIP Cycle 11 call for projects, the minimum Benefit to Cost Ratio is 3.5. A summary of the benefit to cost ratios is provided in this section. Project cost estimates are calculated on a line-item basis using the Caltrans Contract Cost Database. In some cases, recent construction bids and benefit values are calculated based on Caltrans established countermeasure values. A summation of the total construction cost of all intersections and road segments are displayed at the end of the report.

Depending on the City's priorities, it is highly recommended that multiple projects as provided below are grouped into one HSIP application to maximize potential funding allocations.

## 9.1 High Collision Intersections

### 9.1.1 Intersection 1: N Lemoore Ave & Cinnamon Dr



**Figure 25: Intersection 1 Crash Diagram- 11 Collisions  
(January 1, 2017 - December 31, 2021)**

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

\*Collision Locations are approximate due to the size and overlapping of collisions



### 9.1.1.1 Intersection 1 Cost Estimate and Cost/Benefit Analysis

#### Construction Cost Estimate:

The following table represents the preliminary line-item cost for the proposed countermeasures. Line-item costs are derived from the Caltrans contract cost database for District 6.

**Table 25: Intersection 1 Cost Estimate**

No.	Item Description	Unit	Quantity	Unit Cost	Total	HSIP Funding Eligibility			
						LRSM CM No. (S09)*	LRSM CM No. (S02)*	LRSM CM No. (S18PB)*	OS**
1	Repaint Intersection Pavement Marking	SQFT	205	\$ 14.00	\$ 2,870.00				0%
2	Restripe Intersection Traffic Striping	LF	2030	\$ 3.50	\$ 7,105.00	90%			
3	Replace or Upgrade Signal Hardware with Lenses, Back-plates with Retroreflective Borders	EA	20	\$ 110.00	\$ 2,200.00		90%		
4	Install [R3-8b] Sign	EA	2	\$ 575.00	\$ 1,150.00				0%
5	Install [R2-1] (35) Sign	EA	1	\$ 575.00	\$ 575.00				0%
6	Repaint Pedestrian Crossing	LF	522	\$ 3.50	\$ 1,827.00			90%	
7	Upgrade with New Traffic Signal with 12" Signal Lenses	EA	1	\$ 800.00	\$ 800.00		90%		
Total					\$ 16,527.00				
Weighted Percentage (%)					100%	43.0%	18.2%	11.1%	27.8%
* Signalized Countermeasure Identification of Local Roadway Safety Manual (Version 1.6, April 2022)									
**OS: Other Safety-Related Improvements									
Total Construction Cost:					\$ 16,527.00				
Contingencies percentage of the aforementioned Total Construction Cost:					20%				
Total Construction Cost (Including Contingencies):					\$ 19,832.40				

#### Total Cost and Benefit:

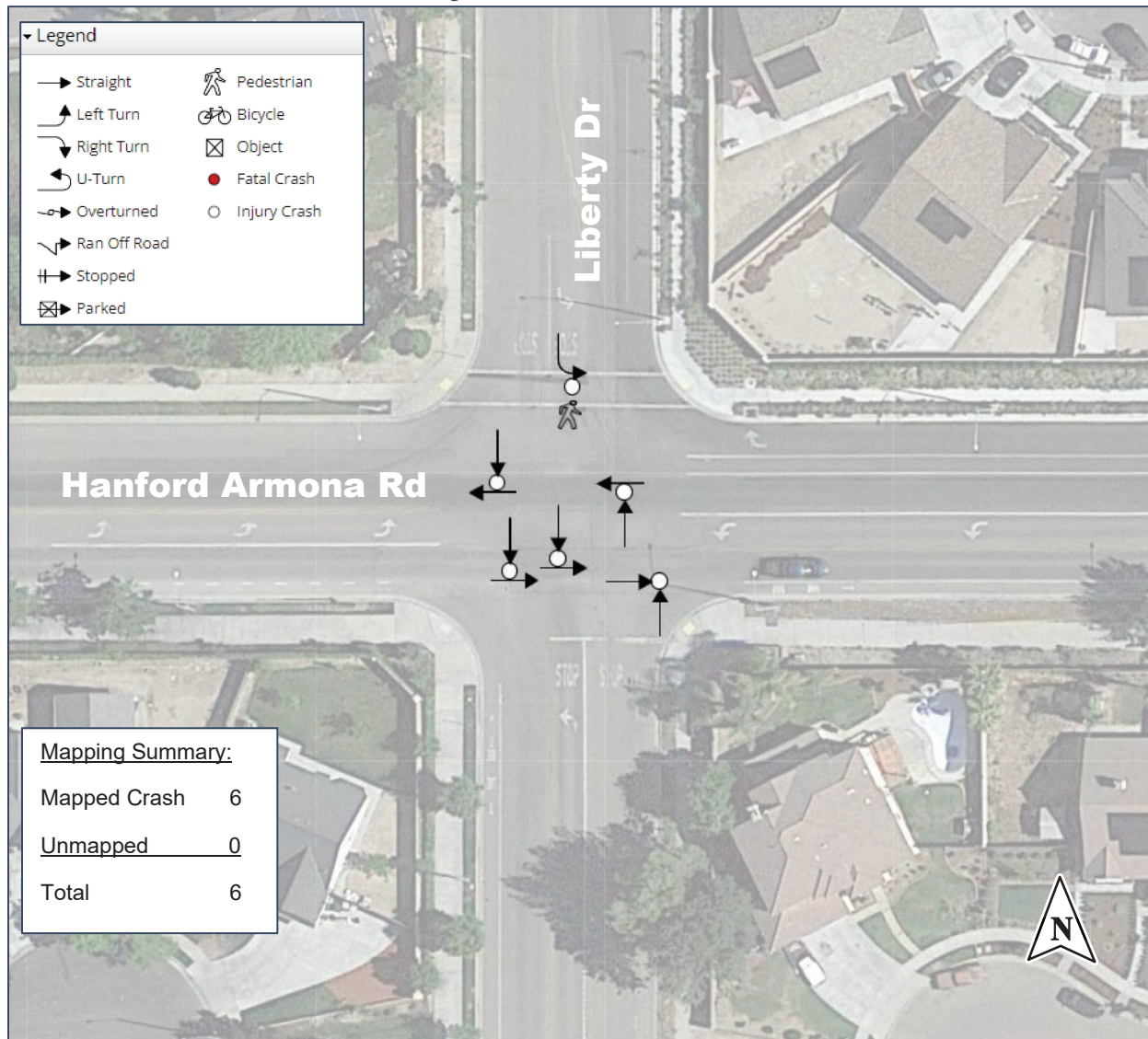
The project's total cost is estimated at \$19,832 which does not include the design and engineering costs. The estimated benefit of these improvements is \$1,148,298 based on the Highway Safety Benefit-Cost Analysis Model (Version 2.0). The resulting Benefit-Cost ratio is 57.90.

The current HSIP Cycle 11 program has a required minimum B/C ratio (BCR) of 3.5 for a BCR Application. With a B/C ratio of 57.90, the proposed intersection improvement project is eligible for HSIP funding and is considered a competitive HSIP project.

Itemized Benefits	
Safety	\$1,145,733
Travel Time	\$2,331
Vehicle Operating Cost	\$234
Emissions	\$0
<b>Total Benefits</b>	<b>\$1,148,298</b>

Summary of Total Cost & Benefit	
Present Value Costs (\$ Dollars)	\$19,832
Present Value Benefits (\$ Dollars)	\$1,148,298
Net Present Value (\$ Dollars)	\$1,128,466
Benefit / Cost Ratio	57.90

### 9.1.2 Intersection 2: Liberty Dr & Hanford Armona Rd



**Figure 26: Intersection 2 Crash Diagram- 6 Collisions  
(January 1, 2017 - December 31, 2021)**

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

\*Collision Locations are approximate due to the size and overlapping of collisions



### 9.1.2.1 Intersection 2 Cost Estimate and Cost/Benefit Analysis

#### Construction Cost Estimate:

The following table represents the preliminary line-item cost for the proposed countermeasures. Line-item costs are derived from the Caltrans contract cost database for District 6.

**Table 26: Intersection 2 Cost Estimate**

No.	Item Description	Unit	Quantity	Unit Cost	Total	HSIP Funding Eligibility			
						LRSM CM No. (NS07)*	LRSM CM No. (NS20PB) & (NS21PB)*	LRSM CM No. (NS06)*	
1	Repaint Intersection Pavement Marking	SQFT	188.5	\$ 14.00	\$ 2,639.00	90%			
2	Install/Repaint Pedestrian Crossing (East to West)	LF	318	\$ 3.50	\$ 1,113.00		90%		
3	***Install Pedestrian (Ladder) Crossing	LS	1	\$ 85,000.00	\$ 85,000.00		90%		
4	***Install In-Roadway Warning Light System with Push Button								
5	***Install ADA Ramps								
6	***Install Solar Flashing LED [W11-2] Sign & [W16-7P] Sign								
7	***Install [W11-2] & [W16-9P] Sign								
8	***Install Pavement Word Marking	EA	2	\$ 575.00	\$ 1,150.00			90%	
9	Install [W2-1] (35) Sign								
	Total					\$ 89,902.00			
	Weighted Percentage (%)					100%	2.9%	95.8%	1.3%
*Unsignalized Countermeasure Identification of Local Roadway Safety Manual (Version 1.6, April 2022)									
**OS: Other Safety-Related Improvements									
***Subject to Warrant Assessment of Traffic Signal and/or All-Way Stop Sign In Accordance to CA MUTCD Standards (2014) and In-Roadway Warning Light/RRFB Traffic Engineering Assessment									
Total Construction Cost:					\$ 89,902.00				
Contingencies percentage of the aforementioned Total Construction Cost:					20%	\$ 17,980.40			
Total Construction Cost (Including Contingencies):					\$ 107,882.40				

#### Total Cost and Benefit:

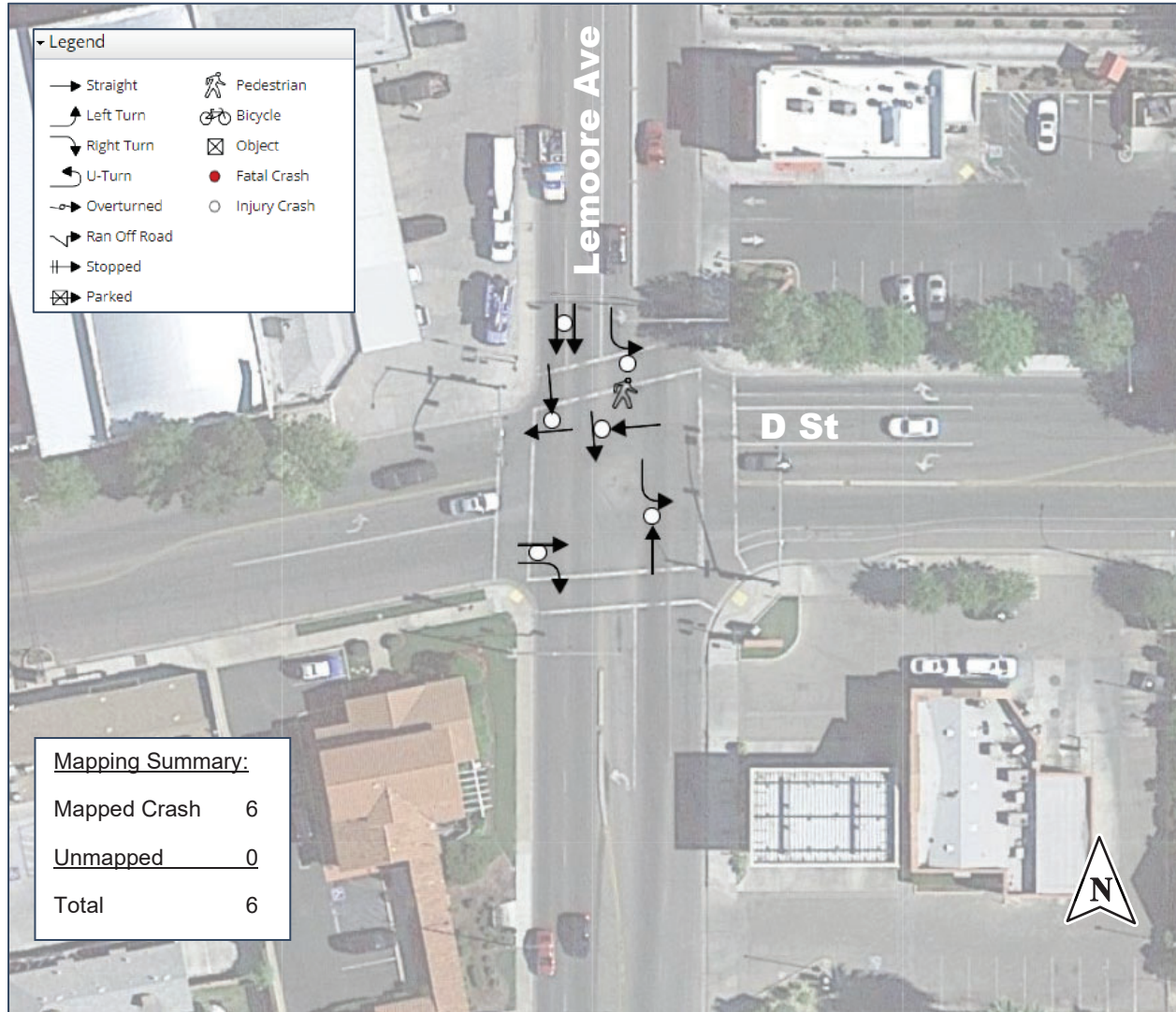
The project's total cost is estimated at \$107,882 which does not include the design and engineering costs. The estimated benefit of these improvements is \$1,732,492 based on the Highway Safety Benefit-Cost Analysis Model (Version 2.0). The resulting Benefit-Cost ratio is 16.06.

The current HSIP Cycle 11 program has a required minimum B/C ratio (BCR) of 3.5 for a BCR Application. With a B/C ratio of 16.06, the proposed intersection improvement project is eligible for HSIP funding and is considered a competitive HSIP project.

Itemized Benefits	
Safety	\$1,730,236
Travel Time	\$2,033
Vehicle Operating Cost	\$211
Emissions	\$11
<b>Total Benefits</b>	<b>\$1,732,492</b>

Summary of Total Cost & Benefit	
Present Value Costs (\$ Dollars)	\$107,882
Present Value Benefits (\$ Dollars)	\$1,732,492
Net Present Value (\$ Dollars)	\$1,624,609
Benefit / Cost Ratio	16.06

### 9.1.3 Intersection 3: Lemoore Ave & D St



**Figure 27: Intersection 3 Crash Diagram- 6 Collisions  
(January 1, 2017 - December 31, 2021)**

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

\*Collision Locations are approximate due to the size and overlapping of collisions



### 9.1.3.1 Intersection 3 Cost Estimate and Cost/Benefit Analysis

#### Construction Cost Estimate:

The following table represents the preliminary line-item cost for the proposed countermeasures. Line-item costs are derived from the Caltrans contract cost database for District 6.

**Table 27: Intersection 3 Cost Estimate**

No.	Item Description	Unit	Quantity	Unit Cost	Total	HSIP Funding Eligibility		
						LRSM CM No. (S09)*	LRSM CM No. (S02)*	OS**
1	Install/Repaint Intersection Pavement Marking	SQFT	164.5	\$ 14.00	\$ 2,303.00			0%
2	Restripe Intersection Traffic Striping	LF	1086	\$ 3.50	\$ 3,801.00	90%		
3	Replace or Upgrade Signal Hardware Back-plates with Retroreflective Borders	EA	20	\$ 110.00	\$ 2,200.00		90%	
4	Install/Repaint Pedestrian Crossing	LF	465	\$ 3.50	\$ 1,627.50			90%
5	Install [R2-1] (25) Sign	EA	3	\$ 575.00	\$ 1,725.00			0%
6	Install [R3-8b] Sign	EA	1	\$ 575.00	\$ 575.00			0%
7	Install [R61-5 (CA)] Sign	EA	1	\$ 575.00	\$ 575.00			0%
Total					\$ 12,806.50			
Weighted Percentage (%)					100%	29.7%	17.2%	53.1%
* Signalized Countermeasure Identification of Local Roadway Safety Manual (Version 1.6, April 2022)								
**OS: Other Safety-Related Improvements								

Total Construction Cost:	\$	12,806.50
Contingencies percentage of the aforementioned Total Construction Cost:	20%	\$ 2,561.30
Total Construction Cost (Including Contingencies):	\$	15,367.80

#### Total Cost and Benefit:

The project's total cost is estimated at \$5,368 which does not include the design and engineering costs. The estimated benefit of these improvements is \$338,770 based on the Highway Safety Benefit-Cost Analysis Model (Version 2.0). The resulting Benefit-Cost ratio is 22.04.

The current HSIP Cycle 11 program has a required minimum B/C ratio (BCR) of 3.5 for a BCR Application. With a B/C ratio of 22.04, the proposed intersection improvement project is eligible for HSIP funding and is considered a competitive HSIP project.

Itemized Benefits	
Safety	\$337,436
Travel Time	\$1,207
Vehicle Operating Cost	\$119
Emissions	\$8
<b>Total Benefits</b>	<b>\$338,770</b>

Summary of Total Cost & Benefit	
Present Value Costs (\$ Dollars)	\$15,368
Present Value Benefits (\$ Dollars)	\$338,770
Net Present Value (\$ Dollars)	\$323,402
Benefit / Cost Ratio	22.04

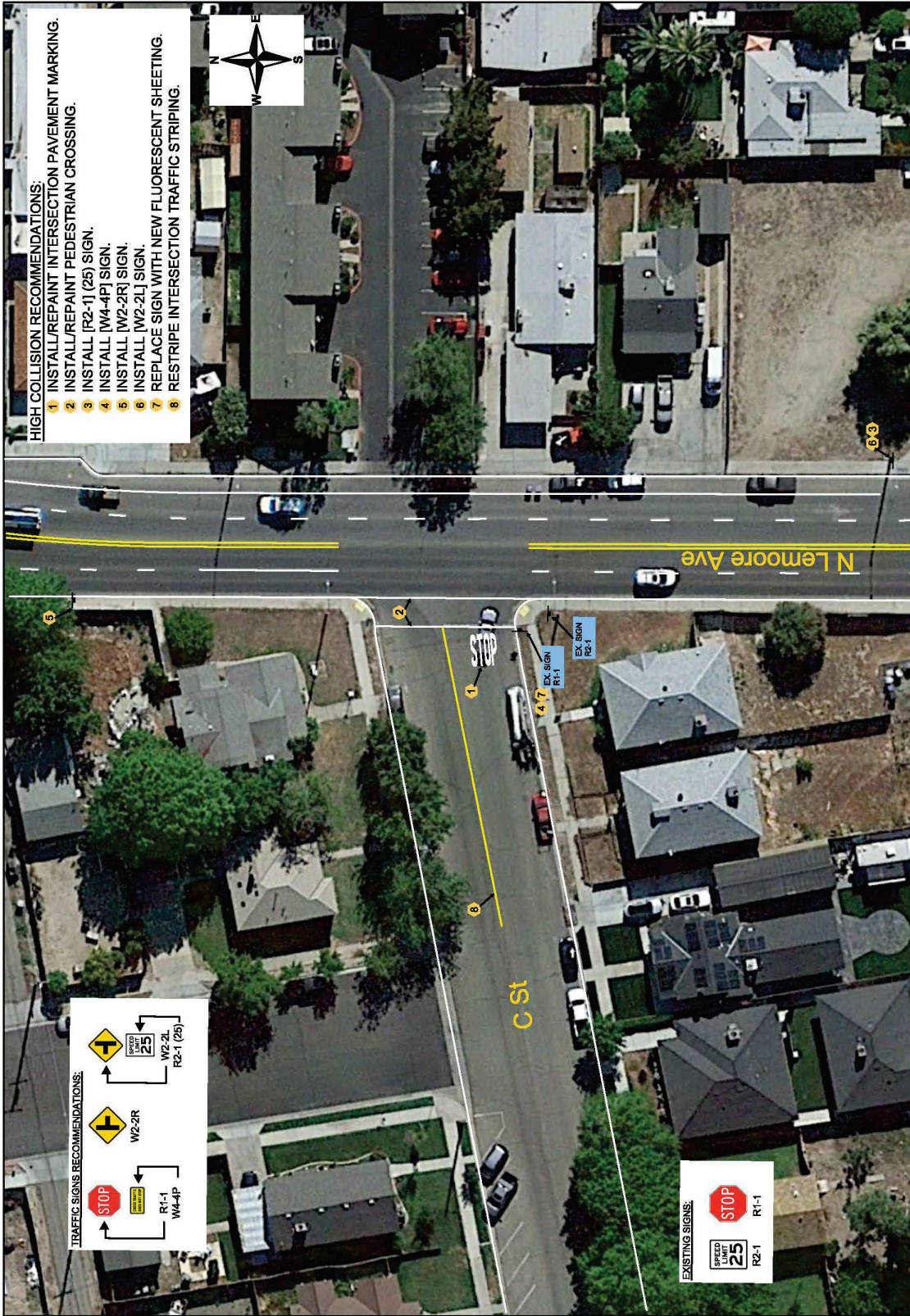
### 9.1.4 Intersection 4: N Lemoore Ave & C St



**Figure 28: Intersection 4 Crash Diagram- 5 Collisions  
(January 1, 2017 - December 31, 2021)**

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

\*Collision Locations are approximate due to the size and overlapping of collisions



<p><b>Intersection 4</b>  <b>N Lemoore Ave &amp; C St</b>  <b>Recommended Improvements</b></p>	<p><b>MINAGAR &amp; ASSOCIATES, INC.</b>          ITS - Traffic Engineering          2800 MILL CREEK DRIVE          SUITE 100          LAGUNA HILLS, CA 92653          TEL: (949) 707-1166</p>	<p><b>City of Lemoore</b>          Local Roadway Safety Plan          High Collision Locations</p> <p><b>1/12/23</b></p>
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### 9.1.4.1 Intersection 4 Cost Estimate and Cost/Benefit Analysis

#### Construction Cost Estimate:

The following table represents the preliminary line-item cost for the proposed countermeasures. Line-item costs are derived from the Caltrans contract cost database for District 6.

**Table 28: Intersection 4 Cost Estimate**

No.	Item Description	Unit	Quantity	Unit Cost	Total	HSIP Funding Eligibility			
						LRSM CM No. (NS07)*	LRSM CM No. (NS20PB)*	LRSM CM No. (NS06)*	OS**
1	Install/Repaint Intersection Pavement Marking	SQFT	22	\$ 14.00	\$ 308.00	90%			
2	Install/Repaint Pedestrian Crossing	LF	126	\$ 3.50	\$ 441.00		90%		
3	Install [R2-1] (25) Sign	EA	1	\$ 575.00	\$ 575.00			90%	
4	Install [W4-4P] Sign	EA	1	\$ 575.00	\$ 575.00			90%	
5	Install [W2-2R] Sign	EA	1	\$ 575.00	\$ 575.00			90%	
6	Install [W2-2L] Sign	EA	1	\$ 575.00	\$ 575.00			90%	
7	Replace Sign with New Fluorescent Sheeting	EA	1	\$ 575.00	\$ 575.00			90%	
8	Restripe Intersection Traffic Striping	LF	122	\$ 3.50	\$ 427.00				0%
Total					\$ 4,051.00				
Weighted Percentage (%)					100%	7.6%	10.9%	71.0%	10.5%
* Unsignalized Countermeasure Identification of Local Roadway Safety Manual (Version 1.6, April 2022)									
**OS: Other Safety-Related Improvements									
Total Construction Cost:					\$ 4,051.00				
Contingencies percentage of the aforementioned Total Construction Cost:					20%	\$ 810.20			
Total Construction Cost (Including Contingencies):					\$ 4,861.20				

#### Total Cost and Benefit:

The project's total cost is estimated at \$4,861 which does not include the design and engineering costs. The estimated benefit of these improvements is \$245,160 based on the Highway Safety Benefit-Cost Analysis Model (Version 2.0). The resulting Benefit-Cost ratio is 50.43.

The current HSIP Cycle 11 program has a required minimum B/C ratio (BCR) of 3.5 for a BCR Application. With a B/C ratio of 50.43, the proposed intersection improvement project is eligible for HSIP funding and is considered a competitive HSIP project.

Itemized Benefits	
Safety	\$243,646
Travel Time	\$1,359
Vehicle Operating Cost	\$132
Emissions	\$22
<b>Total Benefits</b>	<b>\$245,160</b>

Summary of Total Cost & Benefit	
Present Value Costs (\$ Dollars)	\$4,861
Present Value Benefits (\$ Dollars)	\$245,160
Net Present Value (\$ Dollars)	\$240,298
Benefit / Cost Ratio	50.43

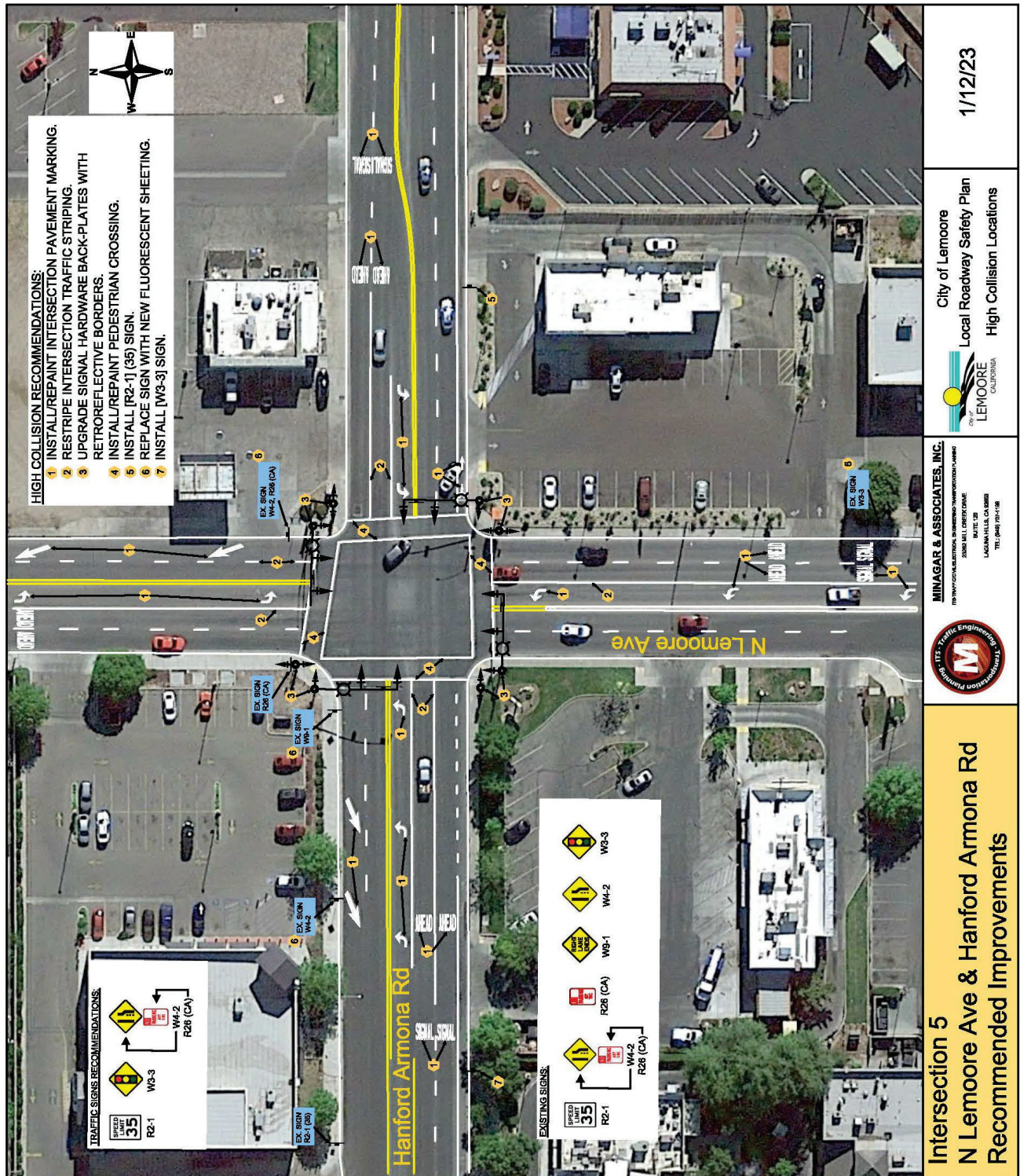
### 9.1.5 Intersection 5: N Lemoore Ave & Hanford Armona Rd



**Figure 29: Intersection 5 Crash Diagram- 4 Collisions  
(January 1, 2017 - December 31, 2021)**

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

\*Collision Locations are approximate due to the size and overlapping of collisions



### 9.1.5.1 Intersection 5 Cost Estimate and Cost/Benefit Analysis

#### Construction Cost Estimate:

The following table represents the preliminary line-item cost for the proposed countermeasures. Line-item costs are derived from the Caltrans contract cost database for District 6.

**Table 29: Intersection 5 Cost Estimate**

No.	Item Description	Unit	Quantity	Unit Cost	Total	HSIP Funding Eligibility			
						LRSM CM No. (S09)*	LRSM CM No. (S02)*	LRSM CM No. (S18PB)*	OS**
1	Install/Repaint Intersection Pavement Marking	SQFT	706.5	\$ 14.00	\$ 9,891.00				0%
2	Restripe Intersection Traffic Striping	LF	911	\$ 3.50	\$ 3,188.50	90%			
3	Replace or Upgrade Signal Hardware Back-plates with Retroreflective Borders	EA	20	\$ 110.00	\$ 2,200.00		90%		
4	Install/Repaint Pedestrian Crossing	LF	532	\$ 3.50	\$ 1,862.00			90%	
5	Install [R2-1] (35) Sign	EA	1	\$ 575.00	\$ 575.00				0%
6	Replace Sign with New Fluorescent Sheeting	EA	5	\$ 575.00	\$ 2,875.00				0%
7	Install [W3-3] Sign	EA	1	\$ 575.00	\$ 575.00				0%
Total					\$ 21,166.50				
Weighted Percentage (%)					100%	15.1%	10.4%	8.8%	65.7%
* Signalized Countermeasure Identification of Local Roadway Safety Manual (Version 1.6, April 2022)									
**OS: Other Safety-Related Improvements									
Total Construction Cost:					\$ 21,166.50				
Contingencies percentage of the aforementioned Total Construction Cost:					20%	\$ 4,233.30			
Total Construction Cost (Including Contingencies):					\$ 25,399.80				

#### Total Cost and Benefit:

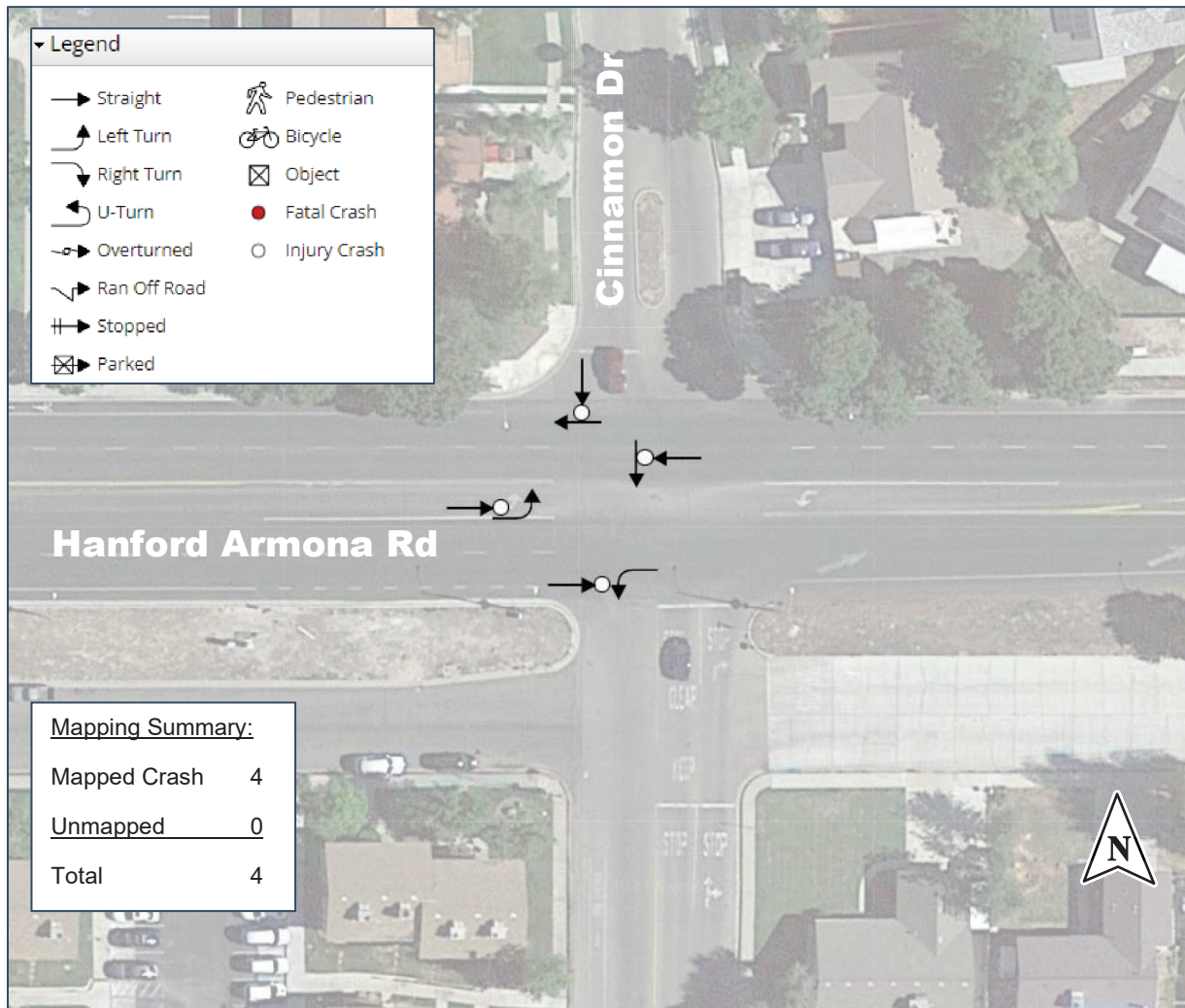
The project's total cost is estimated at \$25,400 which does not include the design and engineering costs. The estimated benefit of these improvements is \$368,368 based on the Highway Safety Benefit-Cost Analysis Model (Version 2.0). The resulting Benefit-Cost ratio is 14.50.

The current HSIP Cycle 11 program has a required minimum B/C ratio (BCR) of 3.5 for a BCR Application. With a B/C ratio of 14.50, the proposed intersection improvement project is eligible for HSIP funding and is considered a competitive HSIP project.

Itemized Benefits	
Safety	\$367,394
Travel Time	\$884
Vehicle Operating Cost	\$90
Emissions	\$0
<b>Total Benefits</b>	<b>\$368,368</b>

Summary of Total Cost & Benefit	
Present Value Costs (\$ Dollars)	\$25,400
Present Value Benefits (\$ Dollars)	\$368,368
Net Present Value (\$ Dollars)	\$342,968
Benefit / Cost Ratio	14.50

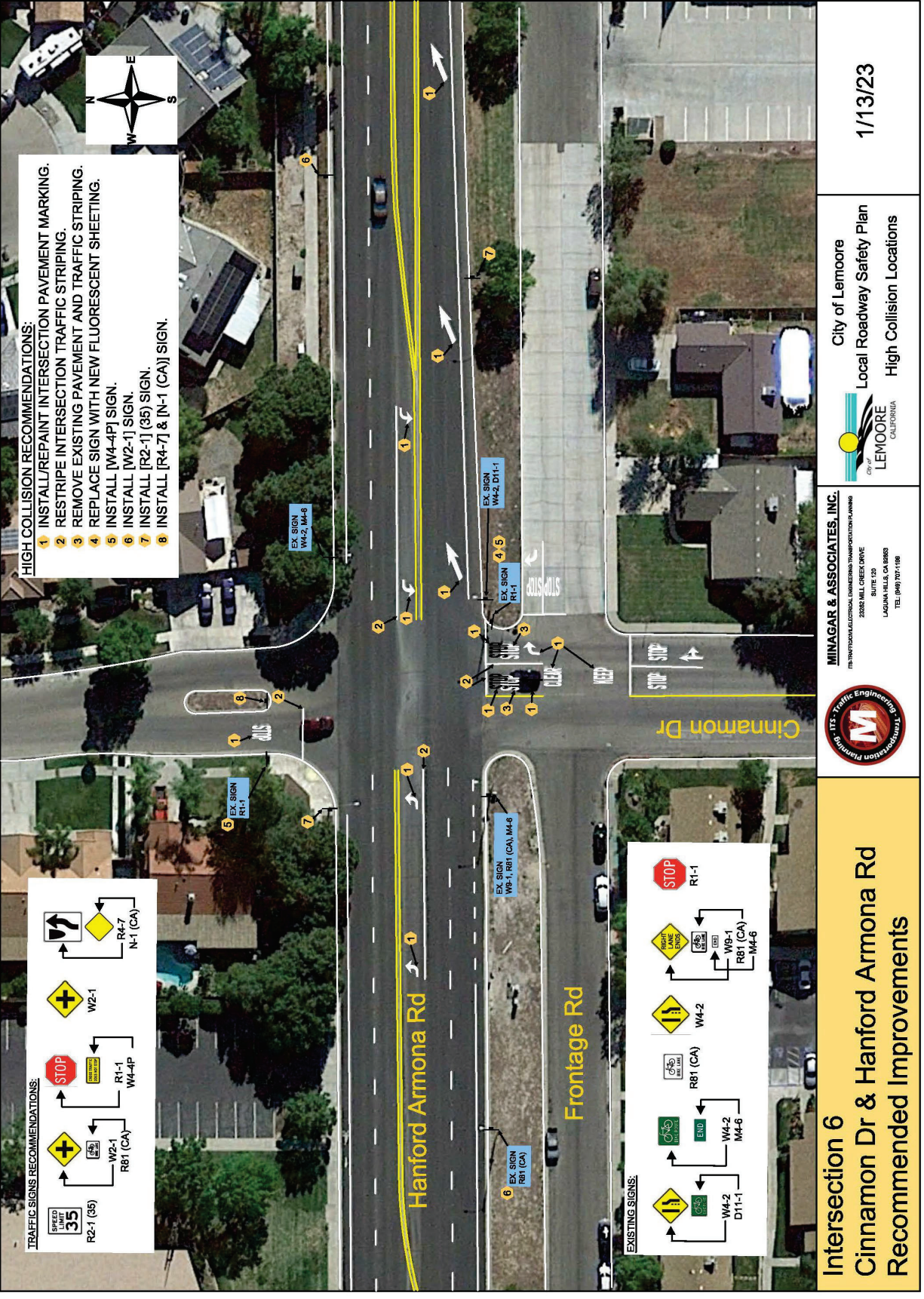
### 9.1.6 Intersection 6: Cinnamon Dr & Hanford Armona Rd



**Figure 30: Intersection 6 Crash Diagram- 4 Collisions  
(January 1, 2017 - December 31, 2021)**

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

\*Collision Locations are approximate due to the size and overlapping of collisions



### 9.1.6.1 Intersection 6 Cost Estimate and Cost/Benefit Analysis

#### Construction Cost Estimate:

The following table represents the preliminary line-item cost for the proposed countermeasures. Line-item costs are derived from the Caltrans contract cost database for District 6.

**Table 30: Intersection 6 Cost Estimate**

No.	Item Description	Unit	Quantity	Unit Cost	Total	HSIP Funding Eligibility		
						LRSM CM No. (NS07)*	LRSM CM No. (NS06)*	OS**
1	Install/Repaint Intersection Pavement Marking	SQFT	345	\$ 14.00	\$ 4,830.00	90%		
2	Restripe Intersection Traffic Striping	LF	289	\$ 3.50	\$ 1,011.50			0%
3	Remove Existing Pavement and Traffic Striping	N/A	N/A	N/A	N/A			0%
4	Replace Sign with New Fluorescent Sheeting	EA	1	\$ 575.00	\$ 575.00		90%	
5	Install [W4-4P] Sign	EA	2	\$ 575.00	\$ 1,150.00		90%	
6	Install [W2-1] Sign	EA	2	\$ 575.00	\$ 1,150.00		90%	
7	Install [R2-1] (35) Sign	EA	2	\$ 575.00	\$ 1,150.00		90%	
8	Install [R4-7] & [N-1 (CA)] Sign	EA	2	\$ 575.00	\$ 1,150.00		90%	
Total					\$ 11,016.50			
Weighted Percentage (%)					100%	43.8%	47.0%	9.2%
* Unsignalized Countermeasure Identification of Local Roadway Safety Manual (Version 1.6, April 2022)								
**OS: Other Safety-Related Improvements								
Total Construction Cost:					\$ 11,016.50			
Contingencies percentage of the aforementioned Total Construction Cost:					20%	\$ 2,203.30		
Total Construction Cost (Including Contingencies):					\$ 13,219.80			

#### Total Cost and Benefit:

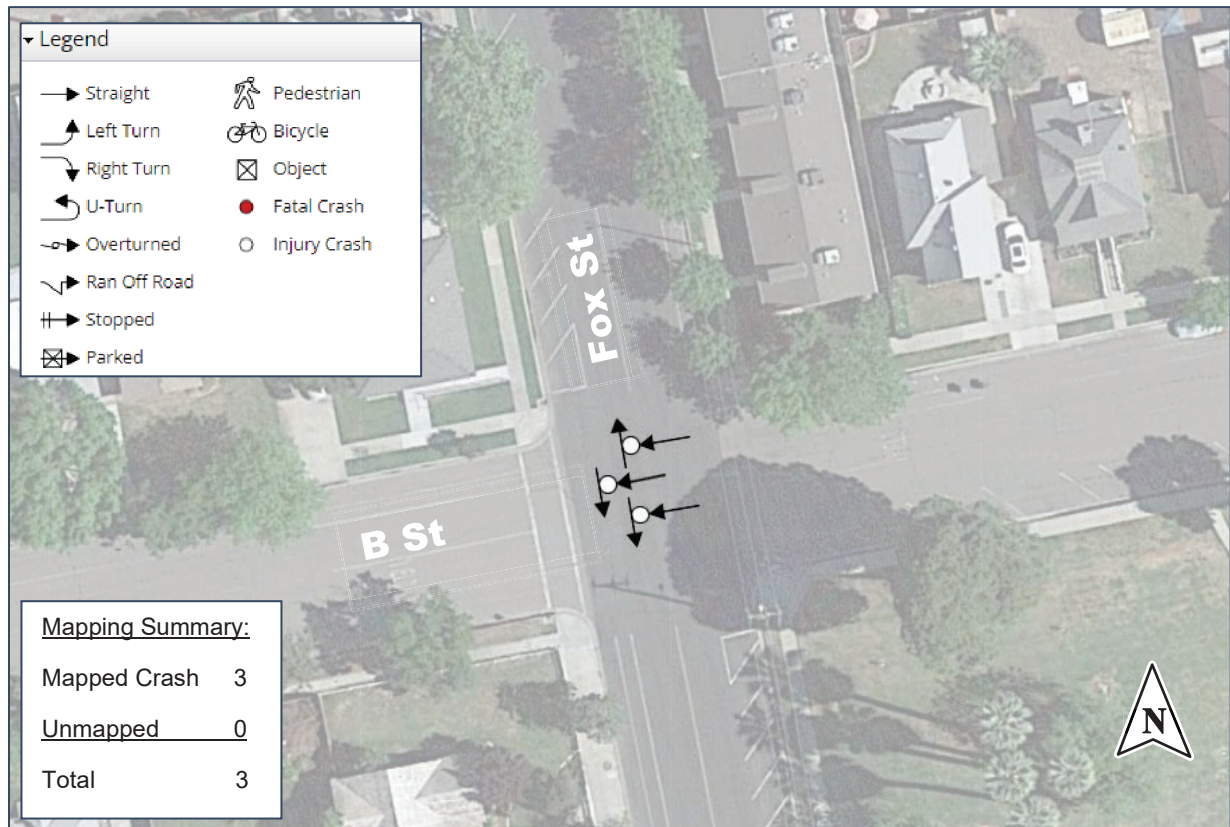
The project's total cost is estimated at \$13,220 which does not include the design and engineering costs. The estimated benefit of these improvements is \$553,078 based on the Highway Safety Benefit-Cost Analysis Model (Version 2.0). The resulting Benefit-Cost ratio is 41.84.

The current HSIP Cycle 11 program has a required minimum B/C ratio (BCR) of 3.5 for a BCR Application. With a B/C ratio of 41.84, the proposed intersection improvement project is eligible for HSIP funding and is considered a competitive HSIP project.

Itemized Benefits	
Safety	\$551,560
Travel Time	\$1,355
Vehicle Operating Cost	\$141
Emissions	\$22
<b>Total Benefits</b>	<b>\$553,078</b>

Summary of Total Cost & Benefit	
Present Value Costs (\$ Dollars)	\$13,220
Present Value Benefits (\$ Dollars)	\$553,078
Net Present Value (\$ Dollars)	\$539,858
Benefit / Cost Ratio	41.84

### 9.1.7 Intersection 7: Fox St & B St



**Figure 31: Intersection 7 Crash Diagram- 3 Collisions  
(January 1, 2017 - December 31, 2021)**

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

\*Collision Locations are approximate due to the size and overlapping of collisions



# Intersection 7 Fox St & B St Recommended Improvements



**MINAGAR & ASSOCIATES, INC.**  
181.757.7000 / 181.757.7001  
2230 MILL CREEK DRIVE  
SUITE 100  
LAGUNA HILLS, CA 92653  
TEL: (949) 757-1199

**CITY OF LEMOORE**  
Local Roadway Safety Plan  
High Collision Locations

1/13/23

### 9.1.7.1 Intersection 7 Cost Estimate and Cost/Benefit Analysis

#### Construction Cost Estimate:

The following table represents the preliminary line-item cost for the proposed countermeasures. Line-item costs are derived from the Caltrans contract cost database for District 6.

**Table 31: Intersection 7 Cost Estimate**

No.	Item Description	Unit	Quantity	Unit Cost	Total	HSIP Funding Eligibility			
						LRS M CM No. (NS07)*	LRS M CM No. (NS20PB)*	LRS M CM No. (NS06)*	OS**
1	Install/Repaint Intersection Pavement Marking	SQFT	29	\$ 14.00	\$ 406.00	90%			
2	Restripe Intersection Traffic Striping	LF	116	\$ 3.50	\$ 406.00				0%
3	Install/Repaint Pedestrian Crossing	LF	233	\$ 3.50	\$ 815.50		90%		
4	Replace Sign with New Fluorescent Sheeting	EA	2	\$ 575.00	\$ 1,150.00			90%	
5	Install [W4-4P] Sign	EA	2	\$ 575.00	\$ 1,150.00			90%	
Total					\$ 3,927.50				
Weighted Percentage (%)					100%	10.3%	20.8%	58.6%	10.3%
* Unsignalized Countermeasure Identification of Local Roadway Safety Manual (Version 1.6, April 2022)									
**OS: Other Safety-Related Improvements									
Total Construction Cost:					\$ 3,927.50				
Contingencies percentage of the aforementioned Total Construction Cost:					20%	\$ 785.50			
Total Construction Cost (Including Contingencies):					\$ 4,713.00				

#### Total Cost and Benefit:

The project's total cost is estimated at \$4,713 which does not include the design and engineering costs. The estimated benefit of these improvements is \$1,004,515 based on the Highway Safety Benefit-Cost Analysis Model (Version 2.0). The resulting Benefit-Cost ratio is 213.14.

The current HSIP Cycle 11 program has a required minimum B/C ratio (BCR) of 3.5 for a BCR Application. With a B/C ratio of 213.14, the proposed intersection improvement project is eligible for HSIP funding and is considered a competitive HSIP project.

Itemized Benefits	
Safety	\$1,003,008
Travel Time	\$1,355
Vehicle Operating Cost	\$141
Emissions	\$11
<b>Total Benefits</b>	<b>\$1,004,515</b>

Summary of Total Cost & Benefit	
Present Value Costs (\$ Dollars)	\$4,713
Present Value Benefits (\$ Dollars)	\$1,004,515
Net Present Value (\$ Dollars)	\$998,802
Benefit / Cost Ratio	213.14

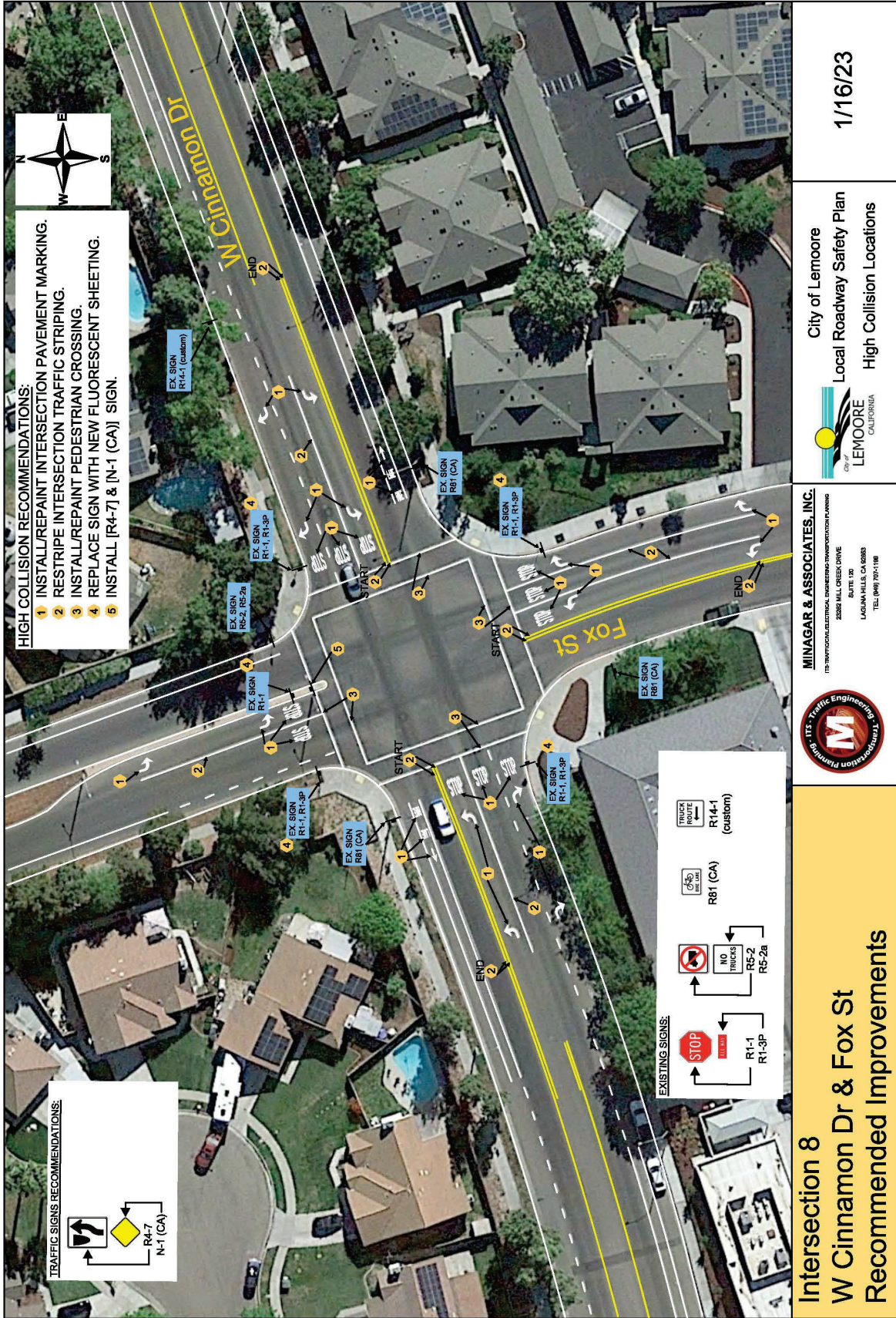
### 9.1.8 Intersection 8: W Cinnamon Dr & Fox St



**Figure 32: Intersection 8 Crash Diagram- 3 Collisions  
(January 1, 2017 - December 31, 2021)**

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

\*Collision Locations are approximate due to the size and overlapping of collisions



### 9.1.8.1 Intersection 8 Cost Estimate and Cost/Benefit Analysis

#### Construction Cost Estimate:

The following table represents the preliminary line-item cost for the proposed countermeasures. Line-item costs are derived from the Caltrans contract cost database for District 6.

**Table 32: Intersection 8 Cost Estimate**

No.	Item Description	Unit	Quantity	Unit Cost	Total	HSIP Funding Eligibility			
						LRS M CM No. (NS07)*	LRS M CM No. (NS20PB)*	LRS M CM No. (NS06)*	OS**
1	Install/Repaint Intersection Pavement Marking	SQFT	481	\$ 14.00	\$ 6,734.00	90%			
2	Restripe Intersection Traffic Striping	LF	1416	\$ 3.50	\$ 4,956.00				0%
3	Install/Repaint Pedestrian Crossing	LF	590	\$ 3.50	\$ 2,065.00		90%		
4	Replace Sign with New Fluorescent Sheeting	EA	9	\$ 575.00	\$ 5,175.00			90%	
5	Install [R4-7] & [N-1 (CA)] Sign	EA	2	\$ 575.00	\$ 1,150.00			90%	
	<b>Total</b>				\$ 20,080.00				
	<b>Weighted Percentage (%)</b>				100%	33.5%	10.3%	31.5%	24.7%
* Unsignalized Countermeasure Identification of Local Roadway Safety Manual (Version 1.6, April 2022)									
**OS: Other Safety-Related Improvements									
Total Construction Cost:					\$ 20,080.00				
Contingencies percentage of the aforementioned Total Construction Cost:					20%	\$ 4,016.00			
Total Construction Cost (Including Contingencies):					\$ 24,096.00				

#### Total Cost and Benefit:

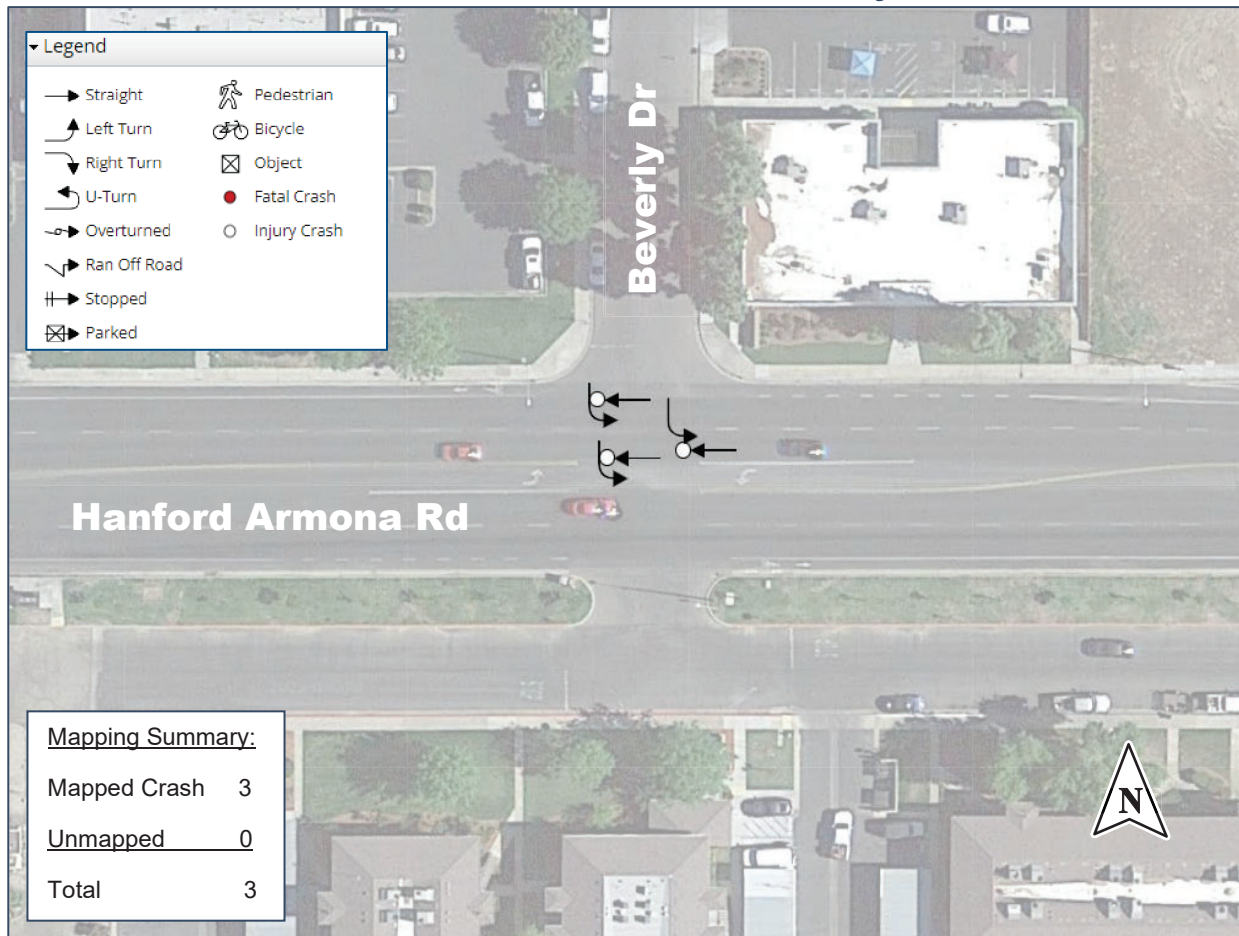
The project's total cost is estimated at \$24,096 which does not include the design and engineering costs. The estimated benefit of these improvements is \$445,905 based on the Highway Safety Benefit-Cost Analysis Model (Version 2.0). The resulting Benefit-Cost ratio is 18.51.

The current HSIP Cycle 11 program has a required minimum B/C ratio (BCR) of 3.5 for a BCR Application. With a B/C ratio of 18.51, the proposed intersection improvement project is eligible for HSIP funding and is considered a competitive HSIP project.

Itemized Benefits	
Safety	\$444,772
Travel Time	\$1,017
Vehicle Operating Cost	\$106
Emissions	\$11
<b>Total Benefits</b>	<b>\$445,905</b>

Summary of Total Cost & Benefit	
Present Value Costs (\$ Dollars)	\$24,096
Present Value Benefits (\$ Dollars)	\$445,905
Net Present Value (\$ Dollars)	\$421,809
Benefit / Cost Ratio	18.51

### 9.1.9 Intersection 9: Hanford Armona Rd & Beverly Dr



**Figure 33: Intersection 9 Crash Diagram- 3 Collisions  
(January 1, 2017 - December 31, 2021)**

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

\*Collision Locations are approximate due to the size and overlapping of collisions



### 9.1.9.1 Intersection 9 Cost Estimate and Cost/Benefit Analysis

#### Construction Cost Estimate:

The following table represents the preliminary line-item cost for the proposed countermeasures. Line-item costs are derived from the Caltrans contract cost database for District 6.

**Table 33: Intersection 9 Cost Estimate**

No.	Item Description	Unit	Quantity	Unit Cost	Total	HSIP Funding Eligibility		
						LRSM CM No. (NS07)*	LRSM CM No. (NS06)*	OS**
1	Install/Repaint Intersection Pavement Marking	SQFT	125	\$ 14.00	\$ 1,750.00	90%		
2	Restripe Intersection Traffic Striping	LF	502	\$ 3.50	\$ 1,757.00			0%
3	Install [W4-4P] Sign	EA	2	\$ 575.00	\$ 1,150.00		90%	
4	Install [W2-1] Sign	EA	2	\$ 575.00	\$ 1,150.00		90%	
5	Install [R2-1] (35) Sign	EA	1	\$ 575.00	\$ 575.00		90%	
6	Replace Sign with New Fluorescent Sheeting	EA	1	\$ 575.00	\$ 575.00		90%	
Total					\$ 6,957.00			
Weighted Percentage (%)					100%	25.2%	49.6%	25.3%
* Unsignalized Countermeasure Identification of Local Roadway Safety Manual (Version 1.6, April 2022)								
**OS: Other Safety-Related Improvements								
Total Construction Cost:					\$ 6,957.00			
Contingencies percentage of the aforementioned Total Construction Cost:					20%	\$ 1,391.40		
Total Construction Cost (Including Contingencies):					\$ 8,348.40			

#### Total Cost and Benefit:

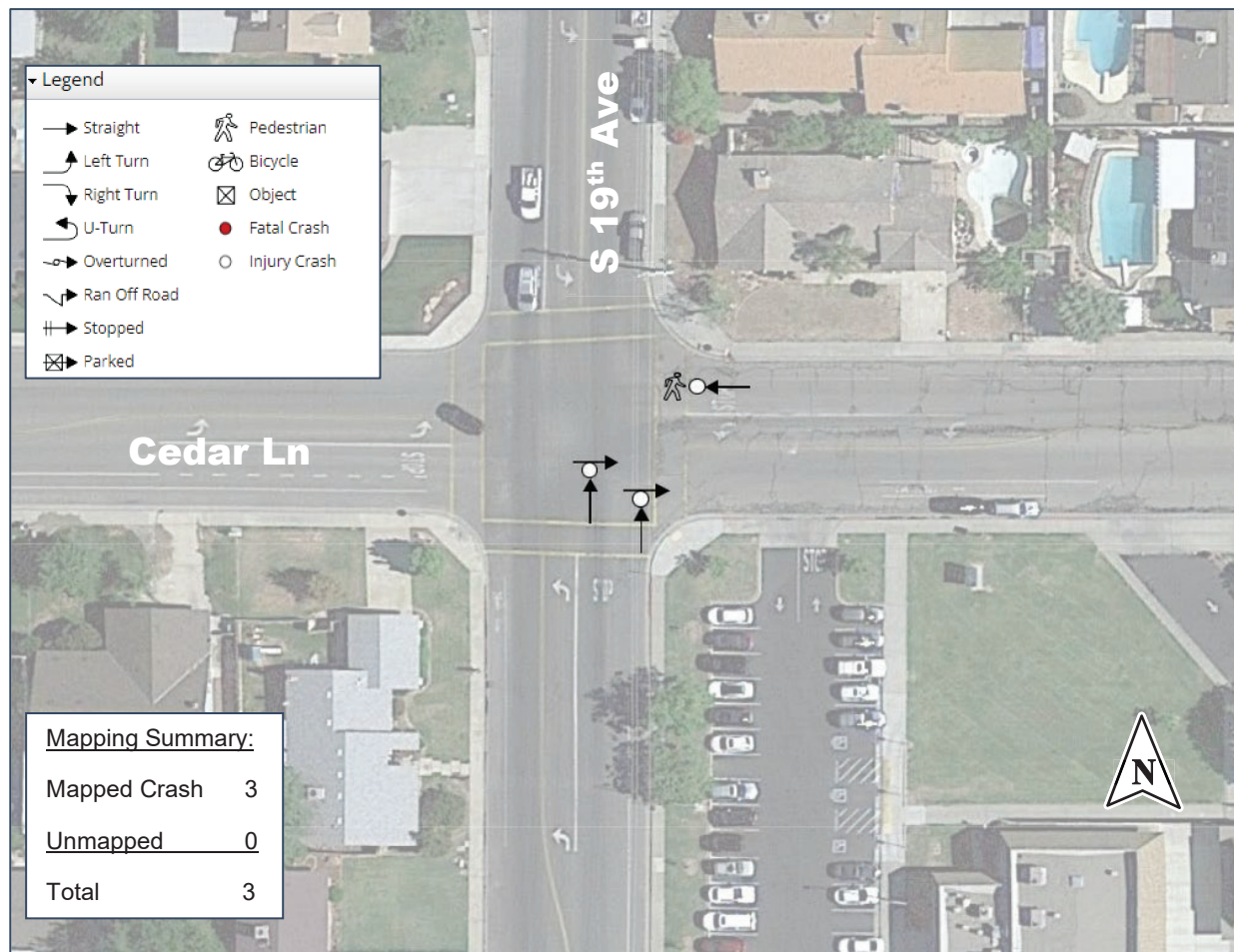
The project's total cost is estimated at \$8,348 which does not include the design and engineering costs. The estimated benefit of these improvements is \$349,002 based on the Highway Safety Benefit-Cost Analysis Model (Version 2.0). The resulting Benefit-Cost ratio is 41.81.

The current HSIP Cycle 11 program has a required minimum B/C ratio (BCR) of 3.5 for a BCR Application. With a B/C ratio of 41.81, the proposed intersection improvement project is eligible for HSIP funding and is considered a competitive HSIP project.

Itemized Benefits	
Safety	\$348,007
Travel Time	\$905
Vehicle Operating Cost	\$91
Emissions	\$0
<b>Total Benefits</b>	<b>\$349,002</b>

Summary of Total Cost & Benefit	
Present Value Costs (\$ Dollars)	\$8,348
Present Value Benefits (\$ Dollars)	\$349,002
Net Present Value (\$ Dollars)	\$340,654
Benefit / Cost Ratio	41.81

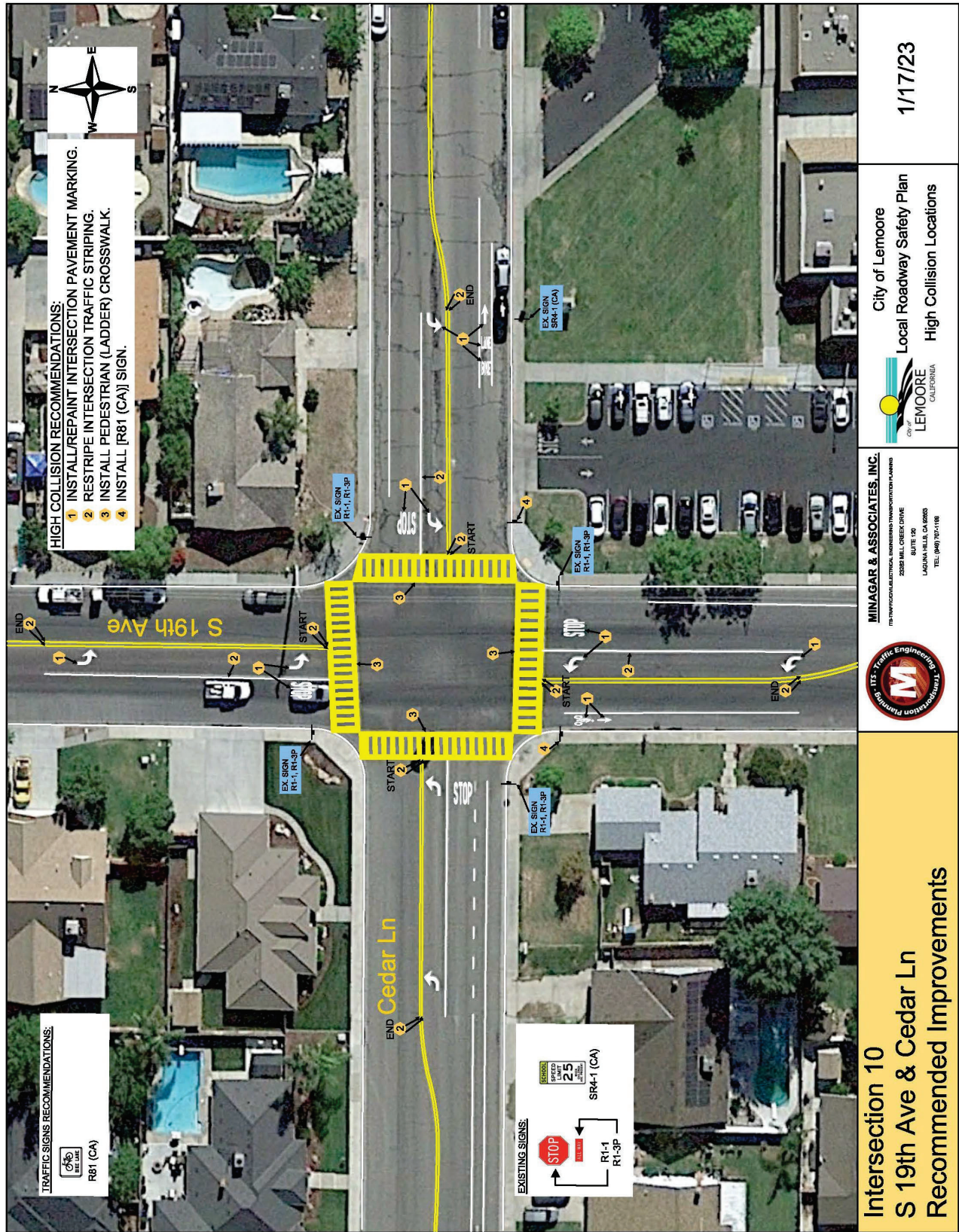
### 9.1.10 Intersection 10: S 19<sup>th</sup> Ave & Cedar Ln



**Figure 34: Intersection 10 Crash Diagram- 3 Collisions  
(January 1, 2017 - December 31, 2021)**

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

\*Collision Locations are approximate due to the size and overlapping of collisions



### 9.1.10.1 Intersection 10 Cost Estimate and Cost/Benefit Analysis

The following table represents the preliminary line-item cost for the proposed countermeasures. Line-item costs are derived from the Caltrans contract cost database for District 6.

#### Construction Cost Estimate:

**Table 34: Intersection 10 Cost Estimate**

No.	Item Description	Unit	Quantity	Unit Cost	Total	HSIP Funding Eligibility			
						LRSB CM No. (NS07)*	LRSB CM No. (NS20PB)*	LRSB CM No. (NS06)*	OS**
1	Install/Repaint Intersection Pavement Marking	SQFT	181	\$ 14.00	\$ 2,534.00	90%			
2	Restripe Intersection Traffic Striping	LF	1165	\$ 3.50	\$ 4,077.50				0%
3	Install Pedestrian (Ladder) Crosswalk	LF	830	\$ 3.50	\$ 2,905.00		90%		
4	Install [R81 (CA)] Sign	EA	2	\$ 575.00	\$ 1,150.00			90%	
Total					\$ 10,666.50				
Weighted Percentage (%)					100%	23.8%	27.2%	10.8%	38.2%
* Unsignalized Countermeasure Identification of Local Roadway Safety Manual (Version 1.6, April 2022)									
**OS: Other Safety-Related Improvements									
Total Construction Cost:					\$ 10,666.50				
Contingencies percentage of the aforementioned Total Construction Cost:					20%	\$ 2,133.30			
Total Construction Cost (Including Contingencies):					\$ 12,799.80				

#### Total Cost and Benefit:

The project's total cost is estimated at \$12,800 which does not include the design and engineering costs. The estimated benefit of these improvements is \$127,715 based on the Highway Safety Benefit-Cost Analysis Model (Version 2.0). The resulting Benefit-Cost ratio is 9.98.

The current HSIP Cycle 11 program has a required minimum B/C ratio (BCR) of 3.5 for a BCR Application. With a B/C ratio of 9.98, the proposed intersection improvement project is eligible for HSIP funding and is considered a competitive HSIP project.

Itemized Benefits	
Safety	\$126,835
Travel Time	\$793
Vehicle Operating Cost	\$77
Emissions	\$11
<b>Total Benefits</b>	<b>\$127,715</b>

Summary of Total Cost & Benefit	
Present Value Costs (\$ Dollars)	\$12,800
Present Value Benefits (\$ Dollars)	\$127,715
Net Present Value (\$ Dollars)	\$114,915
Benefit / Cost Ratio	9.98

### 9.1.11 Intersection 11: N 19<sup>th</sup> Ave & Cinnamon Dr



**Figure 35: Intersection 11 Crash Diagram- 2 Collisions  
(January 1, 2017 - December 31, 2021)**

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

\*Collision Locations are approximate due to the size and overlapping of collisions



### 9.1.11.1 Intersection 11 Cost Estimate and Cost/Benefit Analysis

The following table represents the preliminary line-item cost for the proposed countermeasures. Line-item costs are derived from the Caltrans contract cost database for District 6.

#### Construction Cost Estimate:

**Table 35: Intersection 11 Cost Estimate**

No.	Item Description	Unit	Quantity	Unit Cost	Total	HSIP Funding Eligibility
						LRSM CM No. (NS20PB)*
1	Install Pedestrian (Ladder) Crosswalk	LF	704	\$ 3.50	\$ 2,464.00	90%
2	Install Solar Flashing LED Stop Sign	EA	4	\$ 1,750.00	\$ 7,000.00	90%
	<b>Total</b>				\$ 9,464.00	
	<b>Weighted Percentage (%)</b>				100%	100.0%
* Unsignalized Countermeasure Identification of Local Roadway Safety Manual (Version 1.6, April 2022)						
**OS: Other Safety-Related Improvements						
<b>Total Construction Cost:</b>					\$ 9,464.00	
<b>Contingencies percentage of the aforementioned Total Construction Cost:</b>					20%	\$ 1,892.80
<b>Total Construction Cost (Including Contingencies):</b>					\$ 11,356.80	

#### Total Cost and Benefit:

The project's total cost is estimated at \$11,357 which does not include the design and engineering costs. The estimated benefit of these improvements is \$102,462 based on the Highway Safety Benefit-Cost Analysis Model (Version 2.0). The resulting Benefit-Cost ratio is 9.02.

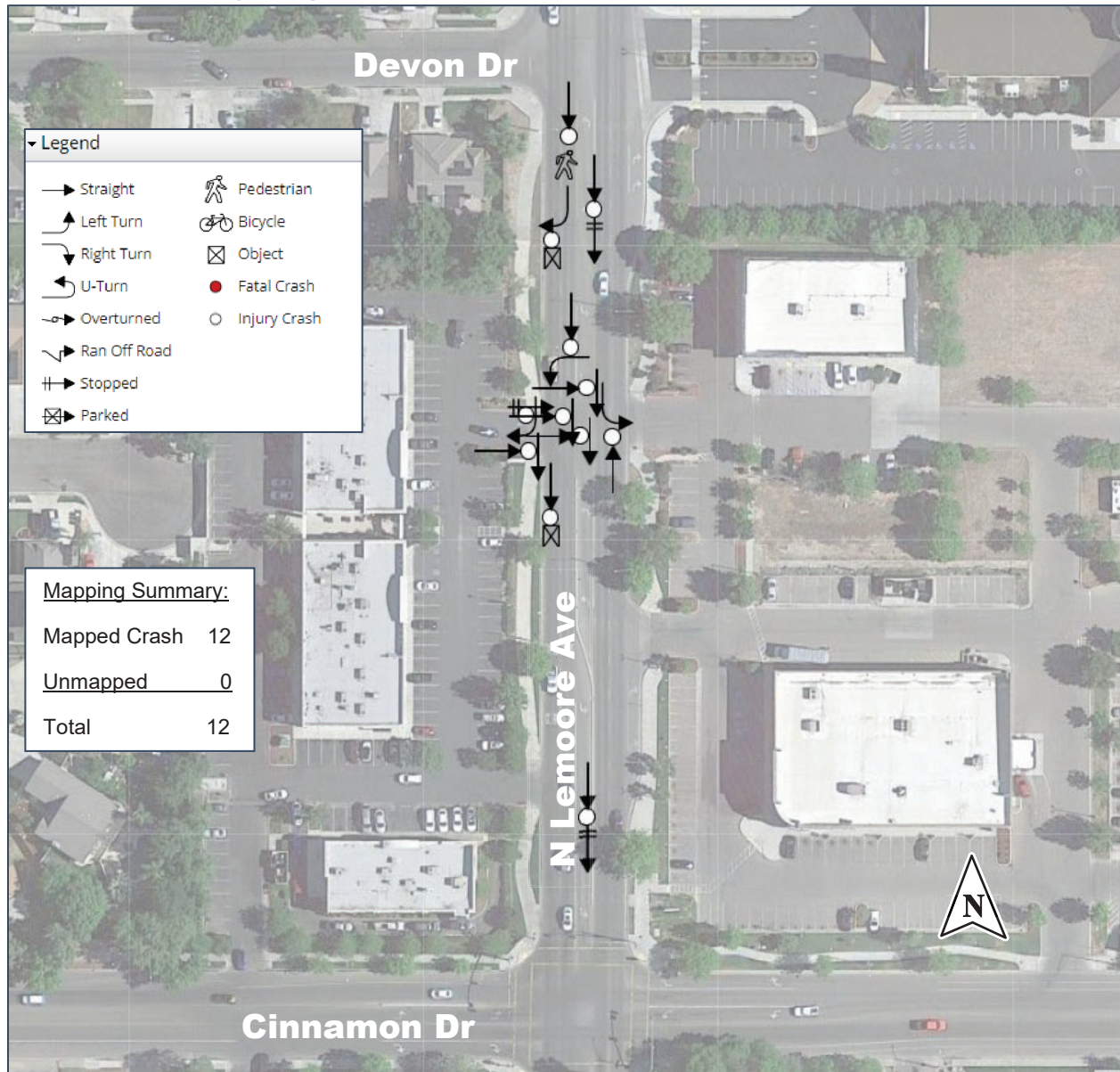
The current HSIP Cycle 11 program has a required minimum B/C ratio (BCR) of 3.5 for a BCR Application. With a B/C ratio of 9.02, the proposed intersection improvement project is eligible for HSIP funding and is considered a competitive HSIP project.

Itemized Benefits	
Safety	\$101,910
Travel Time	\$494
Vehicle Operating Cost	\$49
Emissions	\$10
<b>Total Benefits</b>	<b>\$102,462</b>

Summary of Total Cost & Benefit	
Present Value Costs (\$ Dollars)	\$11,357
Present Value Benefits (\$ Dollars)	\$102,462
Net Present Value (\$ Dollars)	\$91,105
Benefit / Cost Ratio	9.02

## 9.2 High Collision Roadway Segments

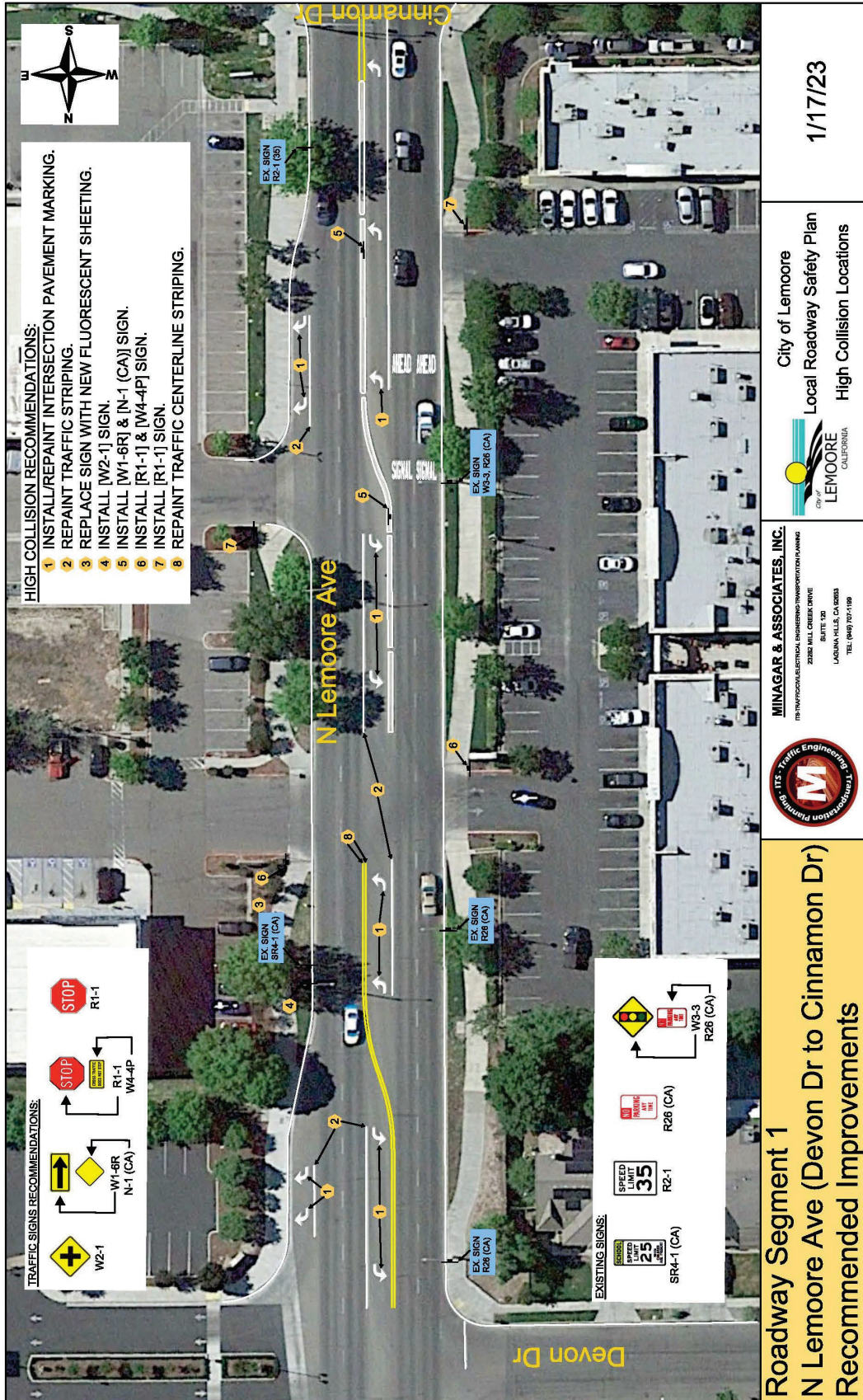
### 9.2.1 Roadway Segment 1: N Lemoore Ave (Devon Dr to Cinnamon Dr)



**Figure 36: Roadway Segment 1 Crash Diagram - 12 Collisions  
(January 1, 2017 - December 31, 2021)**

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

\*Collision Locations are approximate due to the size and overlapping of collisions



# Roadway Segment 1 N Lemoore Ave (Devon Dr to Cinnamon Dr) Recommended Improvements



1/17/23

### 9.2.1.1 Roadway Segment 1 Cost Estimate and Cost/Benefit Analysis

The following table represents the preliminary line-item cost for the proposed countermeasures. Line-item costs are derived from the Caltrans contract cost database for District 6.

#### Construction Cost Estimate:

**Table 36: Roadway Segment 1 Cost Estimate**

No.	Item Description	Unit	Quantity	Unit Cost	Total	HSIP Funding Eligibility		
						LRSM CM No. (R22)*	LRSM CM No. (R28)*	OS**
1	Install/Repaint Traffic Pavement Marking	SQFT	165	\$ 14.00	\$ 2,310.00			0%
2	Repaint Traffic Striping	LF	311	\$ 3.50	\$ 1,088.50			0%
3	Replace Sign with New Fluorescent Sheeting	EA	1	\$ 575.00	\$ 575.00	90%		
4	Install [W2-1] Sign	EA	1	\$ 575.00	\$ 575.00	90%		
5	Install [W1-6R] & [N-1 (CA)] Sign	EA	2	\$ 1,150.00	\$ 2,300.00	90%		
6	Install [R1-1] & [W4-4P] Sign	EA	2	\$ 1,150.00	\$ 2,300.00	90%		
7	Install [R1-1] Sign	EA	2	\$ 575.00	\$ 1,150.00	90%		
8	Repaint Traffic Centerline Striping	LF	402	\$ 3.50	\$ 1,407.00		90%	
Total					\$ 11,705.50			
Weighted Average (%)					100%	71.0%		29.0%
* Roadway Countermeasure Identification of Local Roadway Safety Manual (Version 1.6, April 2022)								
**OS: Other Safety-Related Improvements								
Total Construction Cost:					\$			11,705.50
Contingencies percentage of the aforementioned Total Construction Cost:					20%	\$		2,341.10
Total Construction Cost (Including Contingencies):					\$			14,046.60

#### Total Cost and Benefit:

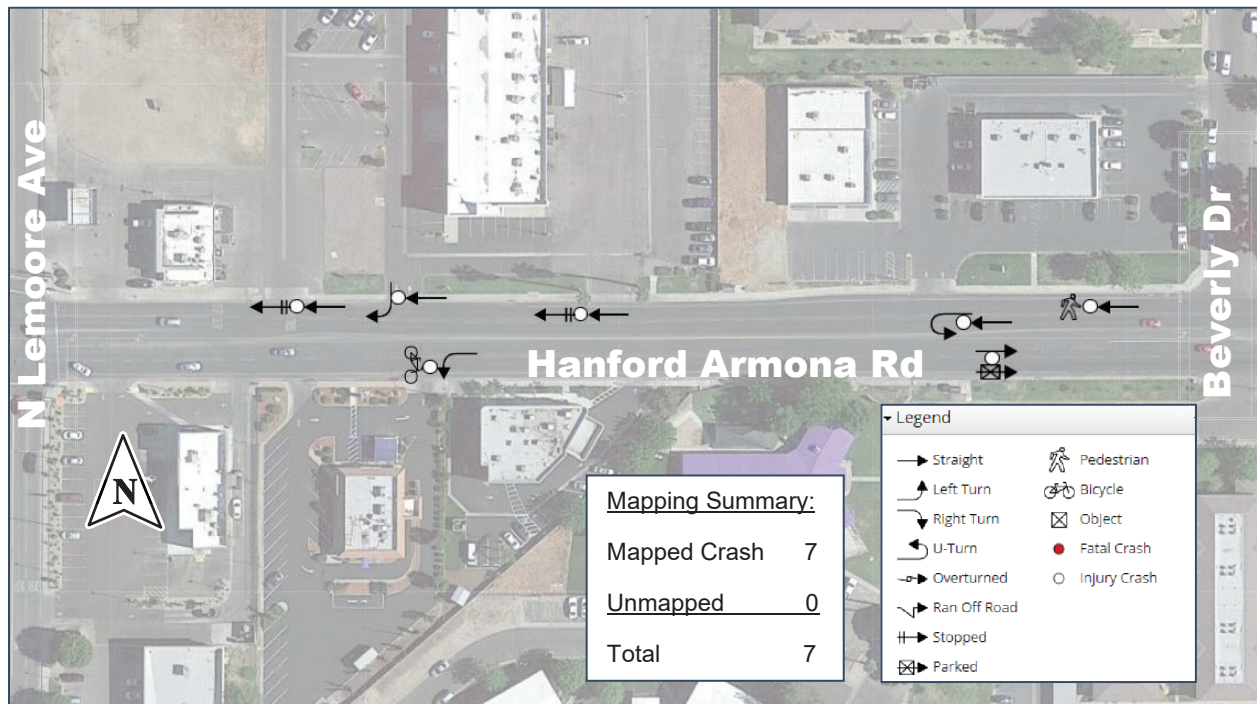
The project's total cost is estimated at \$14,047 which does not include the design and engineering costs. The estimated benefit of these improvements is \$1,050,338 based on the Highway Safety Benefit-Cost Analysis Model (Version 2.0). The resulting Benefit-Cost ratio is 74.78.

The current HSIP Cycle 11 program has a required minimum B/C ratio (BCR) of 3.5 for a BCR Application. With a B/C ratio of 74.78, the proposed intersection improvement project is eligible for HSIP funding and is considered a competitive HSIP project.

Itemized Benefits	
Safety	\$1,046,448
Travel Time	\$3,507
Vehicle Operating Cost	\$350
Emissions	\$33
<b>Total Benefits</b>	<b>\$1,050,338</b>

Summary of Total Cost & Benefit	
Present Value Costs (\$ Dollars)	\$14,047
Present Value Benefits (\$ Dollars)	\$1,050,338
Net Present Value (\$ Dollars)	\$1,036,291
Benefit / Cost Ratio	74.78

## 9.2.2 Roadway Segment 2: Hanford Armona Rd (N Lemoore Ave to Beverly Dr)



**Figure 37: Roadway Segment 2 Crash Diagram- 7 Collisions  
(January 1, 2017 – December 31, 2021)**

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

\*Collision Locations are approximate due to the size and overlapping of collisions



### 9.2.2.1 Roadway Segment 2 Cost Estimate and Cost/Benefit Analysis

The following table represents the preliminary line-item cost for the proposed countermeasures. Line-item costs are derived from the Caltrans contract cost database for District 6.

#### Construction Cost Estimate:

**Table 37: Roadway Segment 2 Cost Estimate**

No.	Item Description	Unit	Quantity	Unit Cost	Total	HSIP Funding Eligibility	
						LRSM CM No. (R22)*	OS**
1	Install [R1-1] & ["Right Turn Only"] Sign	EA	7	\$ 1,150.00	\$ 8,050.00	90%	
2	Install [W3-3] Sign	EA	1	\$ 575.00	\$ 575.00	90%	
3	Remove and Salvage Existing Sign	N/A	N/A	N/A			0%
	Total				\$ 8,625.00		
	Weighted Average (%)				100%	100.0%	0.0%
* Roadway Countermeasure Identification of Local Roadway Safety Manual (Version 1.6, April 2022)							
**OS: Other Safety-Related Improvements							

Total Construction Cost:					\$	8,625.00	
Contingencies percentage of the aforementioned Total Construction Cost:					20%	\$	1,725.00
Total Construction Cost (Including Contingencies):					\$	10,350.00	

#### Total Cost and Benefit:

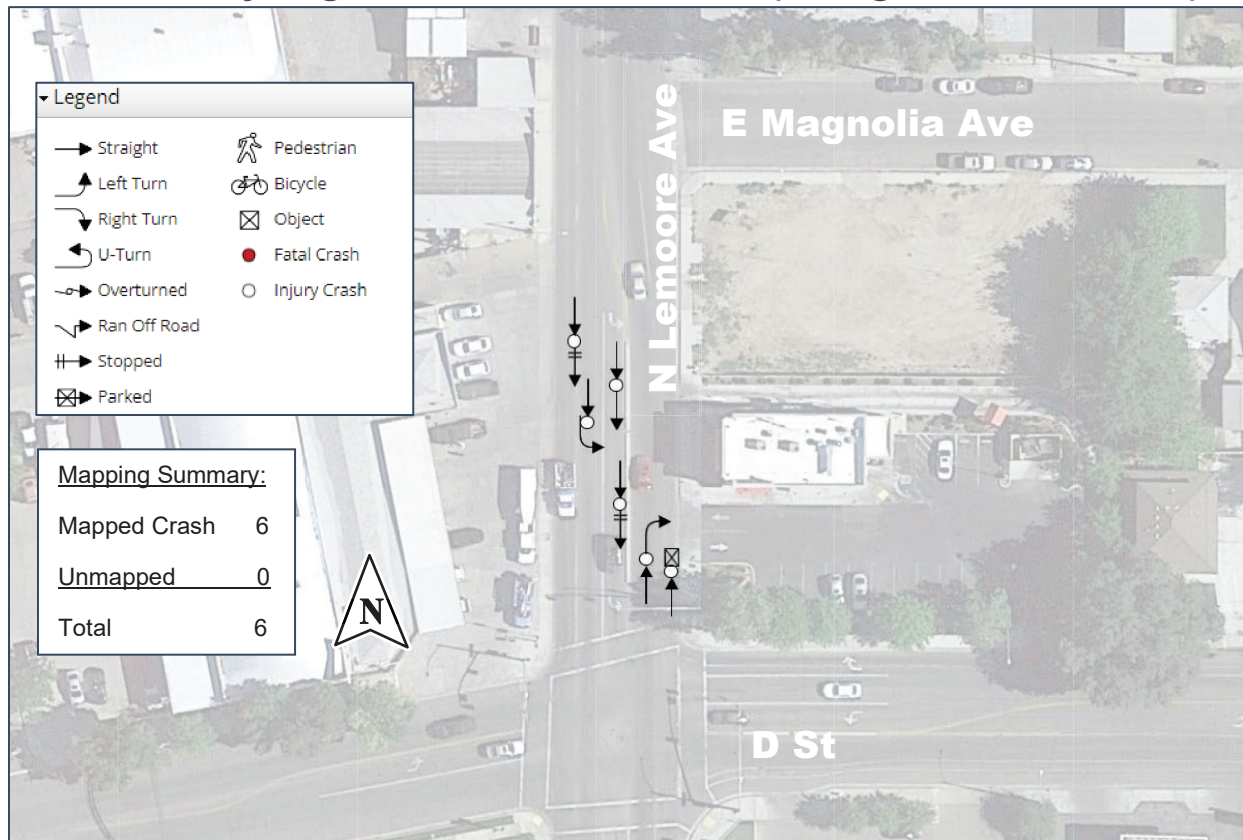
The project's total cost is estimated at \$10,350 which does not include the design and engineering costs. The estimated benefit of these improvements is \$254,918 based on the Highway Safety Benefit-Cost Analysis Model (Version 2.0). The resulting Benefit-Cost ratio is 24.63.

The current HSIP Cycle 11 program has a required minimum B/C ratio (BCR) of 3.5 for a BCR Application. With a B/C ratio of 24.63, the proposed intersection improvement project is eligible for HSIP funding and is considered a competitive HSIP project.

Itemized Benefits	
Safety	\$253,806
Travel Time	\$1,008
Vehicle Operating Cost	\$99
Emissions	\$6
<b>Total Benefits</b>	<b>\$254,918</b>

Summary of Total Cost & Benefit	
Present Value Costs (\$ Dollars)	\$10,350
Present Value Benefits (\$ Dollars)	\$254,918
Net Present Value (\$ Dollars)	\$244,568
Benefit / Cost Ratio	24.63

### 9.2.3 Roadway Segment 3: N Lemoore Ave (E Magnolia Ave to D St)



**Figure 38: Roadway Segment 3 Crash Diagram- 6 Collisions  
(January 1, 2017 - December 31, 2021)**

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

\*Collision Locations are approximate due to the size and overlapping of collisions



### 9.2.3.1 Roadway Segment 3 Cost Estimate and Cost/Benefit Analysis

The following table represents the preliminary line-item cost for the proposed countermeasures. Line-item costs are derived from the Caltrans contract cost database for District 6.

#### Construction Cost Estimate:

**Table 38: Roadway Segment 3 Cost Estimate**

No.	Item Description	Unit	Quantity	Unit Cost	Total	HSIP Funding Eligibility	
						LRSM CM No. (R22)*	LRSM CM No. (R28)*
1	Install [R1-1] Sign	EA	1	\$ 575.00	\$ 575.00	90%	
2	Install [W1-7] & [N-1 (CA)] Sign	EA	1	\$ 1,150.00	\$ 1,150.00	90%	
3	Install [W3-3] & [R26 (CA)] Sign	EA	1	\$ 1,150.00	\$ 1,150.00	90%	
4	Repaint Traffic Centerline Striping	LF	136	\$ 3.50	\$ 476.00		90%
	<b>Total</b>				\$ 3,351.00		
	<b>Weighted Average (%)</b>				100%	85.8%	14.2%
* Roadway Countermeasure Identification of Local Roadway Safety Manual (Version 1.6, April 2022)							
**OS: Other Safety-Related Improvements							
<b>Total Construction Cost:</b>					\$	3,351.00	
Contingencies percentage of the aforementioned Total Construction Cost:					20%	\$	670.20
<b>Total Construction Cost (Including Contingencies):</b>					\$	4,021.20	

#### Total Cost and Benefit:

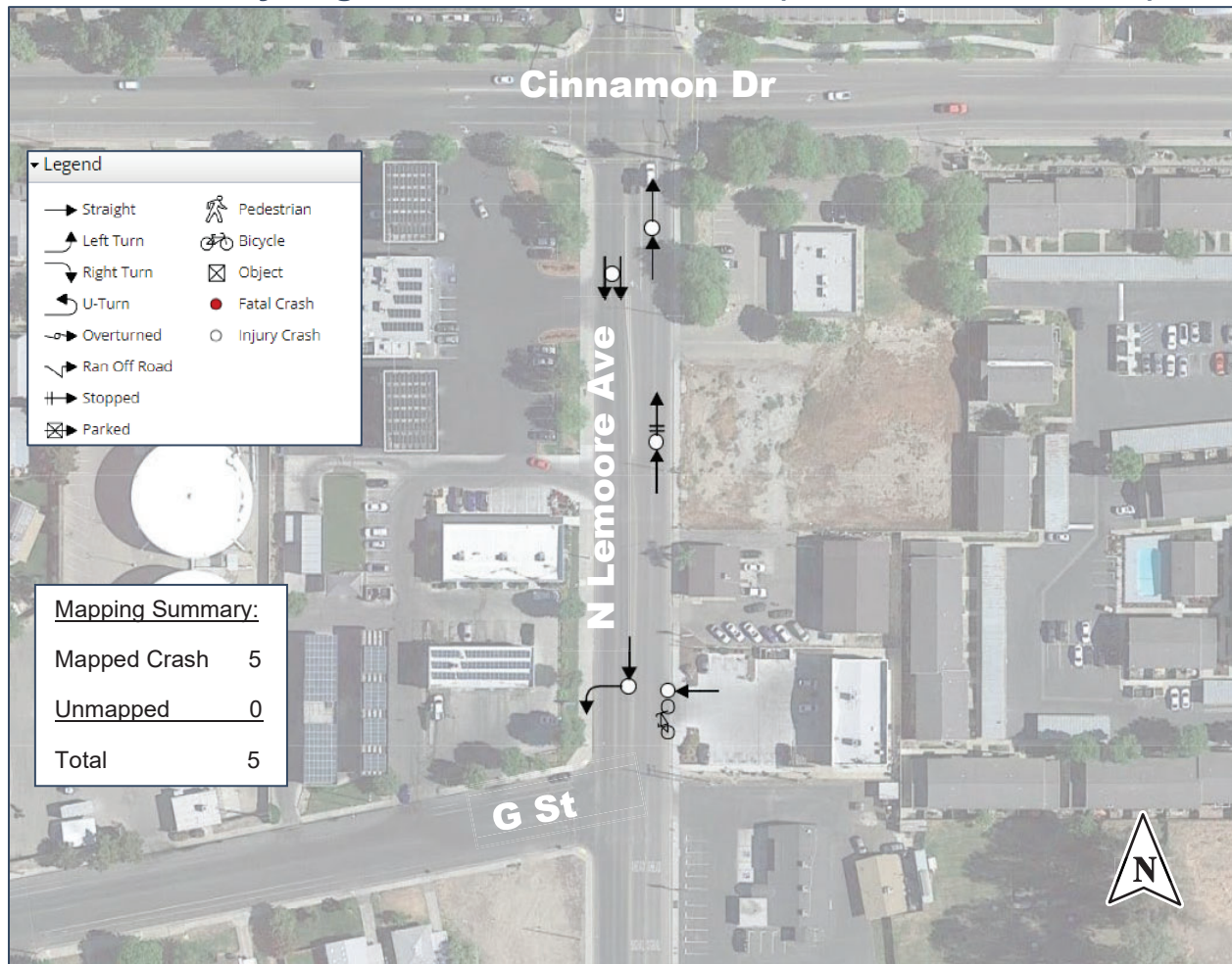
The project's total cost is estimated at \$4,021 which does not include the design and engineering costs. The estimated benefit of these improvements is \$538,910 based on the Highway Safety Benefit-Cost Analysis Model (Version 2.0). The resulting Benefit-Cost ratio is 134.02.

The current HSIP Cycle 11 program has a required minimum B/C ratio (BCR) of 3.5 for a BCR Application. With a B/C ratio of 134.02, the proposed intersection improvement project is eligible for HSIP funding and is considered a competitive HSIP project.

Itemized Benefits	
Safety	\$538,044
Travel Time	\$1,698
Vehicle Operating Cost	\$168
Emissions	\$0
<b>Total Benefits</b>	<b>\$538,910</b>

Summary of Total Cost & Benefit	
Present Value Costs (\$ Dollars)	\$4,021
Present Value Benefits (\$ Dollars)	\$538,910
Net Present Value (\$ Dollars)	\$534,889
Benefit / Cost Ratio	134.02

## 9.2.4 Roadway Segment 4: N Lemoore Ave (Cinnamon Dr to G St)



**Figure 39: Roadway Segment 4 Crash Diagram- 5 Collisions  
(January 1, 2017 - December 31, 2021)**

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

\*Collision Locations are approximate due to the size and overlapping of collisions



### 9.2.4.1 Roadway Segment 4 Cost Estimate and Cost/Benefit Analysis

The following table represents the preliminary line-item cost for the proposed countermeasures. Line-item costs are derived from the Caltrans contract cost database for District 6.

#### Construction Cost Estimate:

**Table 39: Roadway Segment 4 Cost Estimate**

No.	Item Description	Unit	Quantity	Unit Cost	Total	HSIP Funding Eligibility		
						LRSM CM No. (R22)*	LRSM CM No. (R28)*	OS**
1	Install [R1-1] Sign	EA	6	\$ 575.00	\$ 3,450.00	90%		
2	Install [W3-3] & (R26 (CA)) Sign	EA	1	\$ 1,150.00	\$ 1,150.00	90%		
3	Repaint Traffic Centerline Striping	LF	440	\$ 3.50	\$ 1,540.00		90%	
4	Install [R81 (CA)] Sign	EA	1	\$ 575.00	\$ 575.00	90%		
5	Repaint Traffic Striping	LF	105	\$ 3.50	\$ 367.50			0%
6	Remove Conflicting Traffic Striping	N/A	N/A	N/A				0%
Total					\$ 7,082.50			
Weighted Average (%)					100%	73.1%	21.7%	5.2%
* Roadway Countermeasure Identification of Local Roadway Safety Manual (Version 1.6, April 2022)								
**OS: Other Safety-Related Improvements								
Total Construction Cost:					\$			7,082.50
Contingencies percentage of the aforementioned Total Construction Cost:					20%	\$		1,416.50
Total Construction Cost (Including Contingencies):					\$			8,499.00

#### Total Cost and Benefit:

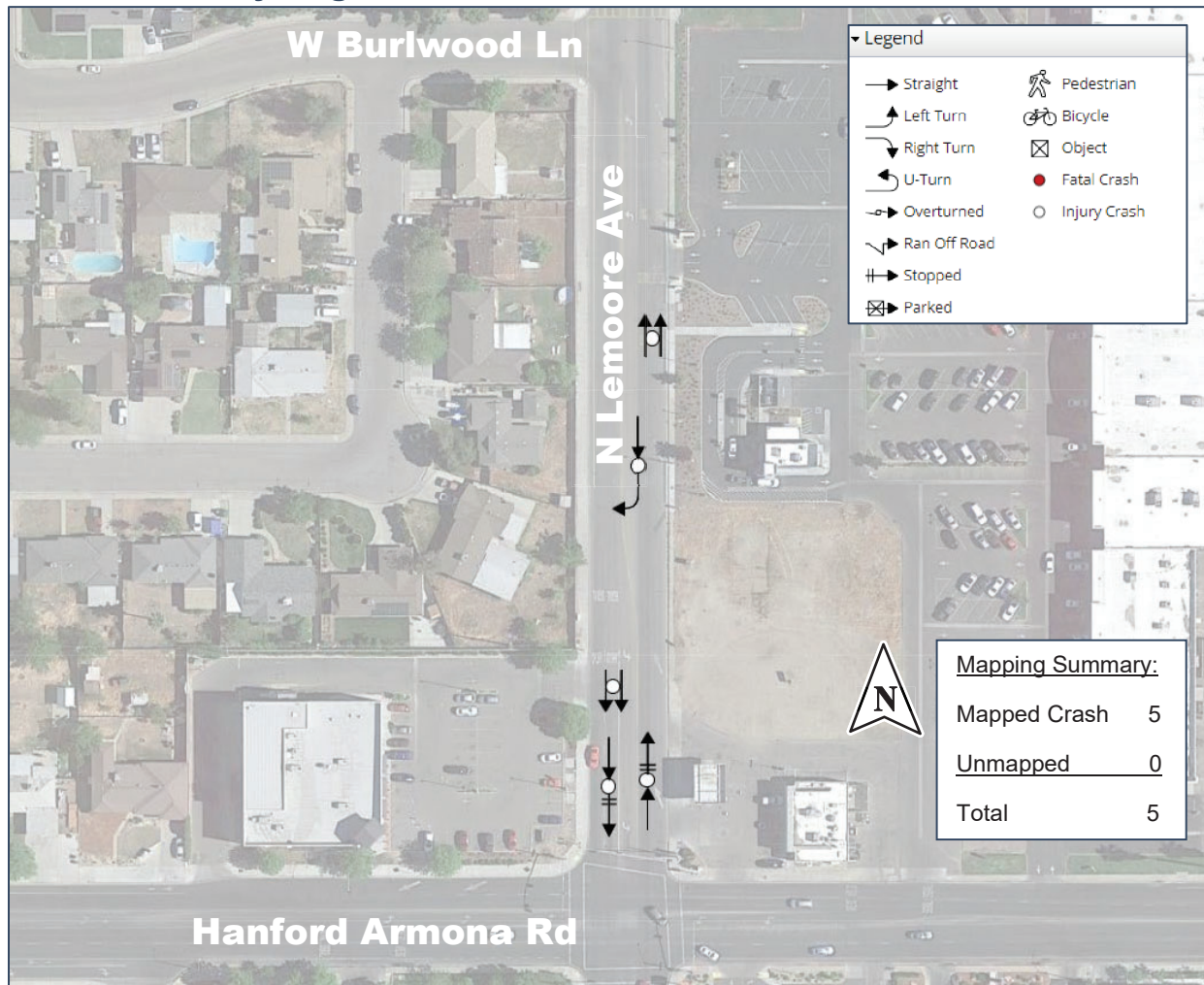
The project's total cost is estimated at \$8,499 which does not include the design and engineering costs. The estimated benefit of these improvements is \$466,447 based on the Highway Safety Benefit-Cost Analysis Model (Version 2.0). The resulting Benefit-Cost ratio is 54.88.

The current HSIP Cycle 11 program has a required minimum B/C ratio (BCR) of 3.5 for a BCR Application. With a B/C ratio of 54.88, the proposed intersection improvement project is eligible for HSIP funding and is considered a competitive HSIP project.

Itemized Benefits	
Safety	\$464,818
Travel Time	\$1,471
Vehicle Operating Cost	\$147
Emissions	\$11
<b>Total Benefits</b>	<b>\$466,447</b>

Summary of Total Cost & Benefit	
Present Value Costs (\$ Dollars)	\$8,499
Present Value Benefits (\$ Dollars)	\$466,447
Net Present Value (\$ Dollars)	\$457,948
Benefit / Cost Ratio	54.88

### 9.2.5 Roadway Segment 5: N Lemoore Ave (W Burlwood Ln to Hanford Armona Rd)



**Figure 40: Roadway Segment 5 Crash Diagram- 5 Collisions  
(January 1, 2017 - December 31, 2021)**

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

\*Collision Locations are approximate due to the size and overlapping of collisions



### 9.2.5.1 Roadway Segment 5 Cost Estimate and Cost/Benefit Analysis

The following table represents the preliminary line-item cost for the proposed countermeasures. Line-item costs are derived from the Caltrans contract cost database for District 6.

#### Construction Cost Estimate:

**Table 40: Roadway Segment 5 Cost Estimate**

No.	Item Description	Unit	Quantity	Unit Cost	Total	HSIP Funding Eligibility		
						LRSM CM No. (R22)*	LRSM CM No. (R28)*	OS**
1	Install [W9-1] Sign	EA	1	\$ 575.00	\$ 575.00	90%		
2	Install [W1-7] & [N-1 (CA)] Sign	EA	1	\$ 1,150.00	\$ 1,150.00	90%		
3	Repaint Traffic Centerline Striping	LF	1162	\$ 3.50	\$ 4,067.00		90%	
4	Remove Traffic Striping/Pavement Marking	N/A	N/A	N/A				0%
5	Replace Sign with New Fluorescent Sheeting	EA	2	\$ 575.00	\$ 1,150.00	90%		
Total					\$ 6,942.00			
Weighted Average (%)					100%	41.4%	58.6%	0.0%
* Roadway Countermeasure Identification of Local Roadway Safety Manual (Version 1.6, April 2022)								
**OS: Other Safety-Related Improvements								

Total Construction Cost:	\$	6,942.00
Contingencies percentage of the aforementioned Total Construction Cost:	20%	\$ 1,388.40
Total Construction Cost (Including Contingencies):	\$	8,330.40

#### Total Cost and Benefit:

The project's total cost is estimated at \$8,330 which does not include the design and engineering costs. The estimated benefit of these improvements is \$307,352 based on the Highway Safety Benefit-Cost Analysis Model (Version 2.0). The resulting Benefit-Cost ratio is 36.90.

The current HSIP Cycle 11 program has a required minimum B/C ratio (BCR) of 3.5 for a BCR Application. With a B/C ratio of 36.90, the proposed intersection improvement project is eligible for HSIP funding and is considered a competitive HSIP project.

Itemized Benefits	
Safety	\$305,849
Travel Time	\$1,359
Vehicle Operating Cost	\$132
Emissions	\$11
<b>Total Benefits</b>	<b>\$307,352</b>

Summary of Total Cost & Benefit	
Present Value Costs (\$ Dollars)	\$8,330
Present Value Benefits (\$ Dollars)	\$307,352
Net Present Value (\$ Dollars)	\$299,021
Benefit / Cost Ratio	36.90

**Table 41: Total Construction Cost of Intersections and Roadway Segments**

Intersection/ Roadway Segment	Street Name(s)	Benefit/Cost Ratio (3.5 minimum)	Total Construction Cost (Including Contingencies)	HSIP Amount	Local Amount
				(Including Contingencies)	
Intersection 1	N Lemoore Ave & Cinnamon Dr	57.90	\$ 19,832.40	\$ 18,400.56	\$ 1,431.84
Intersection 2	Liberty Dr & Hanford Armona Rd	16.06	\$ 107,882.40	\$ 97,094.16	\$ 10,788.24
Intersection 3	Lemoore Ave & D St	22.04	\$ 15,367.80	\$ 14,452.38	\$ 915.42
Intersection 4	N Lemoore Ave & C St	50.43	\$ 4,861.20	\$ 4,426.32	\$ 434.88
Intersection 5	N Lemoore Ave & Hanford Armona Rd	14.50	\$ 25,399.80	\$ 24,529.74	\$ 870.06
Intersection 6	Cinnamon Dr & Hanford Armona Rd	41.84	\$ 13,219.80	\$ 12,019.20	\$ 1,200.60
Intersection 7	Fox St & B St	213.14	\$ 4,713.00	\$ 4,290.42	\$ 422.58
Intersection 8	W Cinnamon Dr & Fox St	18.51	\$ 24,096.00	\$ 22,281.12	\$ 1,814.88
Intersection 9	Hanford Armona Rd & Beverly Dr	41.81	\$ 8,348.40	\$ 7,724.40	\$ 624.00
Intersection 10	S 19th Ave & Cedar Ln	9.98	\$ 12,799.80	\$ 12,009.12	\$ 790.68
Intersection 11	N 19th Ave & Cinnamon Dr	9.02	\$ 11,356.80	\$ 10,221.12	\$ 1,135.68
Roadway Segment 1	N Lemoore Ave (Devon Dr to Cinnamon Dr)	74.78	\$ 14,046.60	\$ 13,049.76	\$ 996.84
Roadway Segment 2	Hanford Armona Rd (N Lemoore Ave to Beverly Dr)	24.63	\$ 10,350.00	\$ 9,315.00	\$ 1,035.00
Roadway Segment 3	N Lemoore Ave (E Magnolia Ave to D St)	134.02	\$ 4,021.20	\$ 3,619.08	\$ 402.12
Roadway Segment 4	N Lemoore Ave (Cinnamon Dr to G St)	54.88	\$ 8,499.00	\$ 7,693.20	\$ 805.80
Roadway Segment 5	N Lemoore Ave (W Burlwood Ln to Hanford Armona Rd)	36.90	\$ 8,330.40	\$ 7,497.36	\$ 833.04
<b>Total</b>			<b>\$ 293,124.60</b>	<b>\$ 268,622.94</b>	<b>\$ 24,501.66</b>

## 10.1 City of Lemoore Stakeholders Meeting Minutes

Date: Thursday, March 2<sup>nd</sup>, 2023

Time: 11 AM to 12 PM

Facilitator: Randon Reeder- Project Manager, City of Lemoore

### *Attendees:*

- Patricia Matthews- Mayor, City of Lemoore
- Randon Reeder- Project Manager, City of Lemoore
- Christal Schisler- City of Lemoore
- Cheryl Hunt- Superintendent, Lemoore Union Elementary School District (LUESD)
- Kayley Clay- Kings County Association Commerce (KCAG)
- Benjamin Kahikina- Greater Kings County Chamber of Commerce
- Fred Minagar- Minagar & Associates, Inc.
- Phillip Nguyen- Minagar & Associates, Inc.

### *Meeting Agenda:*

Project Manager Fred Minagar of Minagar & Associates Inc. presented the City of Lemoore Local Roadway Plan “LRSP” Presentation to Stakeholders and attendees of the meeting held online via Zoom. Fred gave an introduction of the LRSP where he discusses the mission, vision, and goals of the LRSP. Along with that, contents of the LRSP data and statistics were displayed in the presentation with top collision intersections and roadway segments. Lastly, sources of funding and the next steps are discussed in order to finalize the LRSP.

After the conclusion of the presentation, Minagar and Associates, Inc. opened up for questions. Cheryl Hunt, Superintendent of LUESD mentioned about a recommendation to add a crosswalk with a push button light in the North/South direction on Liberty Dr and Hanford Armona Rd. She added that students who walk or ride their bikes from the housing developments from the north side of Hanford Armona Rd walking to Liberty Middle School and Freedom Elementary School. She emphasized that it is a high safety priority for the students, families, and the district. Another location is a new elementary school on 19<sup>th</sup> St and Cinnamon Dr, which is a current 4-way stop. Recommendations to maintain the safety of the intersection is also an area of importance. Patricia Matthews, Mayor of City of Lemoore agreed with Cheryl Hunt and mentioned the concerns of residents that children are crossing the Liberty Dr and Hanford Armona Rd intersection that currently does not have a crosswalk and adding a crosswalk would be beneficial for the safety of the children and the people who cross the street. Fred Minagar responded that the company will investigate those two intersections and take those suggestions into account as part of the countermeasures to be used and added to the LRSP.

The meeting was concluded and a Final report of the LRSP will be completed within a week and a presentation for the City Council Meeting of the LRSP Project will follow.



# MINAGAR & ASSOCIATES, INC.

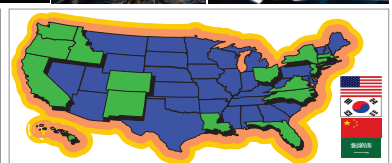
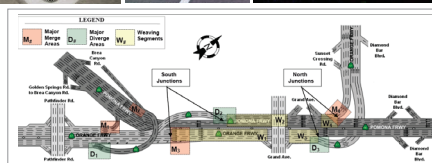
ITS - Traffic/Civil/Electrical Engineering - Transportation Planning - Homeland Security - CEM

	<b>2019</b>	Winner of the Orange County Engineering Council's Outstanding Service Award	
	<b>2016</b>	Winner of the ASCE's Outstanding Civil Engineer in the Private Sector Award in the State of California	
	<b>2016</b>	Winner of the ASCE Los Angeles Section's Outstanding Civil Engineer in the Private Sector Award	
	<b>2016</b>	Winner of the ASCE Orange County Chapter's Outstanding Civil Engineer in the Private Sector Award	
	<b>2016</b>	Certificate of Recognition for Dedication to Support the ELTP Program by Los Angeles County MTA/Metro	
	<b>2016</b>	Winner of the Orange County Engineering Council's Outstanding Engineering Service Award	
	<b>2015</b>	Orange County Business Journal's 2015 Excellence in Entrepreneurship Award Nominee	
	<b>2014</b>	Orange County Business Journal's 2014 Excellence in Entrepreneurship Award Nominee	
	<b>2012</b>	Winner of Cal-EPA/California Air Resources Board's Cool California Climate Leader	
	<b>2011</b>	Award of Excellence in Service by Los Angeles County MTA/Metro in the County of Los Angeles	
	<b>2011</b>	Award of Excellence in Service by Los Angeles County MTA/Metro in the County of Los Angeles	
	<b>2010</b>	Award of Excellence in Service by Los Angeles County MTA/Metro in the County of Los Angeles	
	<b>2009</b>	Winner of the ASCE's Outstanding Private Sector Civil Engineering Project in Metropolitan Los Angeles	
	<b>2009</b>	Winner of the Caltrans' 2009 Excellence in Transportation Award in the State of California	
	<b>2007</b>	Winner of the ASCE's Outstanding Public/Private Sector Civil Engineering Project in Metropolitan Los Angeles	 
	<b>2005</b>	Winner of the APWA's Best Traffic Congestion Mitigation Project of the Year in Southern California	 
	<b>2004</b>	Top Nominee of Transportation Foundation's Highway Management Program in the State of California	
	<b>2003</b>	Winner of the PTI's Best Transportation Technology Solutions Award in the United States	  
	<b>2002</b>	Winner of the ITS-CA's Best Return on Investment Project Award in the State of California	  
	<b>2000</b>	Award of Excellence in Service by Los Angeles County MTA/Metro in the County of Los Angeles	



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- ITS (Intelligent Transportation Systems)
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- Homeland Security
- Construction Engineering Management



## MINAGAR & ASSOCIATES, INC.

23282 Mill Creek Drive, Suite 120  
Laguna Hills, CA 92653

Tel: (949)707-1199  
Web: [www.minagarinc.com](http://www.minagarinc.com)

165

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## Staff Report

**Item No: 3-6**

**To: Lemoore City Council**

**From: David Jones, Fire Chief**

**Date: May 1, 2023**

**Meeting Date: May 16, 2023**

**Subject: Acceptance of SB 179 - \$2 Million Dollar Grant Funding from Senator Hurtado's Office**

**Strategic Initiative:**

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Safe & Vibrant Community | <input type="checkbox"/> Growing & Dynamic Economy |
| <input type="checkbox"/> Fiscally Sound Government           | <input type="checkbox"/> Operational Excellence    |
| <input type="checkbox"/> Community & Neighborhood Livability | <input type="checkbox"/> Not Applicable            |

**Proposed Motion:**

Approval and acceptance of SB 179 – \$2 Million Dollar Grant Funding to the fiscal year 2023-2024 budget.

**Subject/Discussion:**

In April 2022, Lemoore Volunteer Fire Department submitted a request for funding for SB 179 from Senator Hurtado's office. In September 2022, the department received notification of grant award in the amount of \$2 million dollars. The funds have been received as of March 2023. It is a one-time allocation of \$2 million dollars and is required to be used for new fire equipment and training.

Staff has reviewed the needs of the department and are intending to use the funds for equipment such as jaws of life, forceable entry training tool, ventilation fans, and new vehicles.

**Financial Consideration(s):**

Funds must be used for new fire equipment and training. It is a one-time award and must be utilized by June 30, 2024. The funds will be included in the fiscal year 2023-2024 budget.

**Alternatives or Pros/Cons:**

**Pros:**

- Funding for the Lemoore Volunteer Fire Department
- Replace aging equipment and fleet.

**Cons:**

- None noted.

**Commission/Board Recommendation:**

Not Applicable.

**Staff Recommendation:**

Staff recommends that the City Council approve the budget amendment and agreement with the City of Lemoore for the \$2 Million Dollar Funding for Lemoore Volunteer Fire Department.

**Attachments:**

- ☐ Resolution:
- ☐ Ordinance:
- ☐ Map
- ☐ Contract
- ☐ Other

**Review:**

- ☐ Assistant City Manager
- ☒ City Attorney
- ☒ City Manager
- ☒ City Clerk
- ☐ Finance

**Date:**

5/12/2023

5/11/2023

5/12/2023



## Pass Through Grant Subaward

1. PASS THROUGH GRANT SUBAWARD #: LI2022-030

The California Governor's Office of Emergency Services (Cal OES) hereby makes a Grant Subaward of funds to the following:

2. SUBRECIPIENT: City of Lemoore

3. IMPLEMENTING AGENCY: Lemoore Volunteer Fire Department

4. PAYMENT MAILING ADDRESS: 711 W. Cinnamon Drive Lemoore 93245-9587  
(Street) (City) (Zip+4)

5. GRANT SUBAWARD PERFORMANCE PERIOD: 7/1/22 through 6/30/24

6. PURPOSE:

For new fire department updated equipment and training  
Service Location: 18902

7. FUND ALLOCATION, AUTHORITY, AND GRANT SUBAWARD TOTAL:

Enactment Year	Fund Source	Authorizing Legislation	Chapter	Statutes	Item Number	Provision	Total Award
FY22	General Fund	AB 179	249	2022	0690-101-0001	CS 19.56	\$2,000,000

8. **CERTIFICATION:** I hereby certify I am vested with the authority to enter into this Grant Subaward, and have the approval of the City/County Financial Officer, City Manager, County Administrator, Governing Board Chair, or other Approving Body. The Subrecipient certifies that all funds received pursuant to this agreement will be spent exclusively on/for activities specified in the purpose section above in the Grant Subaward. The Subrecipient agrees to administer the Grant Subaward in accordance with all applicable state and federal laws.

9. **CA PUBLIC RECORD ACT REQUEST:** Grant Subaward applications/awards are subject to the California Public Records Act, Government Code section 6250 et seq. Do not put any personally identifiable information or private information on this application. If you believe that any of the information you are putting on this application is exempt from the Public Records Act, please attach a statement that indicates what portions of the application and the basis for the exemption. Your statement that the information is not subject to the Public Records Act will not guarantee that the information will not be disclosed.

10. AUTHORIZED SIGNER:

Name: Nathan Olson

Title: City Manager

Signature: 

Date: 2/24/2023

(FOR CAL OES USE ONLY)

I hereby certify upon my personal knowledge that budgeted funds are available for the Grant Subaward performance period and purposes of this expenditure stated above.

Cal OES Fiscal Officer

Date

Cal OES Director or Designee

Date



**PAYEE DATA RECORD**(Required when receiving payment from the State of California in lieu of IRS W-9 or W-7)  
STD 204 (Rev. 03/2021)**Section 1 – Payee Information****NAME** (This is required. Do not leave this line blank. Must match the payee's federal tax return)

City of Lemoore

**BUSINESS NAME, DBA NAME or DISREGARDED SINGLE MEMBER LLC NAME** (If different from above)**MAILING ADDRESS** (number, street, apt. or suite no.) (See instructions on Page 2)

711 W. Cinnamon Dr

**CITY, STATE, ZIP CODE**

Lemoore, CA 93245

**E-MAIL ADDRESS****Section 2 – Entity Type****Check one (1) box only that matches the entity type of the Payee listed in Section 1 above.** (See instructions on page 2)☐ **SOLE PROPRIETOR / INDIVIDUAL**☐ **SINGLE MEMBER LLC** *Disregarded Entity owned by an individual*☐ **PARTNERSHIP**☐ **ESTATE OR TRUST****CORPORATION** (see instructions on page 2)☐ **MEDICAL** (e.g., dentistry, chiropractic, etc.)☐ **LEGAL** (e.g., attorney services)☐ **EXEMPT** (e.g., nonprofit)☒ **ALL OTHERS***Government Entity***Section 3 – Tax Identification Number**Enter your Tax Identification Number (TIN) in the appropriate box. The TIN must **match** the name given in Section 1 of this form. Do not provide more than one (1) TIN. The TIN is a 9-digit number. **Note:** Payment will not be processed without a TIN.

- For **Individuals**, enter SSN.
- If you are a **Resident Alien**, and you do not have and are not eligible to get an SSN, enter your ITIN.
- Grantor Trusts (such as a Revocable Living Trust while the grantors are alive) may not have a separate FEIN. Those trusts must enter the individual grantor's SSN.
- For **Sole Proprietor or Single Member LLC (disregarded entity)**, in which the **sole member is an individual**, enter SSN (ITIN if applicable) or FEIN (FTB prefers SSN).
- For **Single Member LLC (disregarded entity)**, in which the **sole member is a business entity**, enter the owner entity's FEIN. Do not use the disregarded entity's FEIN.
- For all other entities including LLC that is taxed as a corporation or partnership, estates/trusts (with FEINs), enter the entity's FEIN.

**Social Security Number (SSN) or Individual Tax Identification Number (ITIN)**

\_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

**OR****Federal Employer Identification Number (FEIN)**9 4 - 6 0 0 0 3 5 5**Section 4 – Payee Residency Status** (See instructions)☒ **CALIFORNIA RESIDENT** – Qualified to do business in California or maintains a permanent place of business in California.☐ **CALIFORNIA NONRESIDENT** – Payments to nonresidents for services may be subject to state income tax withholding.☐ No services performed in California☐ Copy of Franchise Tax Board waiver of state withholding is attached.**Section 5 – Certification****I hereby certify under penalty of perjury that the information provided on this document is true and correct. Should my residency status change, I will promptly notify the state agency below.****NAME OF AUTHORIZED PAYEE REPRESENTATIVE***Nathan C. Olson***TITLE***City Manager***E-MAIL ADDRESS***nolson@lempire.com***SIGNATURE***Nathan C. Olson***DATE***3/2/23***TELEPHONE** (include area code)*559-924-6744 x703***Section 6 – Paying State Agency****Please return completed form to:****STATE AGENCY/DEPARTMENT OFFICE****UNIT/SECTION****MAILING ADDRESS****FAX****TELEPHONE** (include area code)**CITY****STATE****ZIP CODE****E-MAIL ADDRESS**

**PAYEE DATA RECORD**

(Required when receiving payment from the State of California in lieu of IRS W-9 or W-7)  
STD 204 (Rev. 03/2021)

**GENERAL INSTRUCTIONS**

Type or print the information on the Payee Data Record, STD 204 form. Sign, date, and return to the state agency/department office address shown in Section 6. Prompt return of this fully completed form will prevent delays when processing payments.

Information provided in this form will be used by California state agencies/departments to prepare Information Returns (Form 1099).

**NOTE:** Completion of this form is optional for Government entities, i.e. federal, state, local, and special districts.

A completed Payee Data Record, STD 204 form, is required for all payees (non-governmental entities or individuals) entering into a transaction that may lead to a payment from the state. Each state agency requires a completed, signed, and dated STD 204 on file; therefore, it is possible for you to receive this form from multiple state agencies with which you do business.

Payees who do not wish to complete the STD 204 may elect not to do business with the state. If the payee does not complete the STD 204 and the required payee data is not otherwise provided, payment may be reduced for federal and state backup withholding. Amounts reported on Information Returns (Form 1099) are in accordance with the Internal Revenue Code (IRC) and the California Revenue and Taxation Code (R&TC).

**Section 1 – Payee Information**

**Name** – Enter the name that appears on the payee's federal tax return. The name provided shall be the tax liable party and is subject to IRS TIN matching (when applicable).

- Sole Proprietor/Individual/Revocable Trusts – enter the name shown on your federal tax return.
- Single Member Limited Liability Companies (LLCs) that is disregarded as an entity separate from its owner for federal tax purposes - enter the name of the individual or business entity that is tax liable for the business in section 1. Enter the DBA, LLC name, trade, or fictitious name under Business Name.
- Note: for the State of California tax purposes, a Single Member LLC is not disregarded from its owner, even if they may be disregarded at the Federal level.
- Partnerships, Estates/Trusts, or Corporations – enter the entity name as shown on the entity's federal tax return. The name provided in Section 1 must match to the TIN provided in section 3. Enter any DBA, trade, or fictitious business names under Business Name.

**Business Name** – Enter the business name, DBA name, trade or fictitious name, or disregarded LLC name.

**Mailing Address** – The mailing address is the address where the payee will receive information returns. Use form STD 205, Payee Data Record Supplement to provide a remittance address if different from the mailing address for information returns, or make subsequent changes to the remittance address.

**Section 2 – Entity Type**

If the Payee in Section 1 is a(n)...	THEN Select the Box for...
Individual • Sole Proprietorship • Grantor (Revocable Living) Trust disregarded for federal tax purposes	Sole Proprietor/Individual
Limited Liability Company (LLC) owned by an individual and is disregarded for federal tax purposes	Single Member LLC-owned by an individual
Partnerships • Limited Liability Partnerships (LLP) • and, LLC treated as a Partnership	Partnerships
Estate • Trust (other than disregarded Grantor Trust)	Estate or Trust
Corporation that is medical in nature (e.g., medical and healthcare services, physician care, nursery care, dentistry, etc.) • LLC that is to be taxed like a Corporation and is medical in nature	Corporation-Medical
Corporation that is legal in nature (e.g., services of attorneys, arbitrators, notary publics involving legal or law related matters, etc.) • LLC that is to be taxed like a Corporation and is legal in nature	Corporation-Legal
Corporation that qualifies for an Exempt status, including 501(c) 3 and domestic non-profit corporations.	Corporation-Exempt
Corporation that does not meet the qualifications of any of the other corporation types listed above • LLC that is to be taxed as a Corporation and does not meet any of the other corporation types listed above	Corporation-All Other

**Section 3 – Tax Identification Number**

The State of California requires that all parties entering into business transactions that may lead to payment(s) from the state provide their Taxpayer Identification Number (TIN). The TIN is required by R&TC sections 18646 and 18661 to facilitate tax compliance enforcement activities and preparation of Form 1099 and other information returns as required by the IRC section 6109(a) and R&TC section 18662 and its regulations.

**Section 4 – Payee Residency Status**

**Are you a California resident or nonresident?**

- A corporation will be defined as a "resident" if it has a permanent place of business in California or is qualified through the Secretary of State to do business in California.
- A partnership is considered a resident partnership if it has a permanent place of business in California.
- An estate is a resident if the decedent was a California resident at time of death.
- A trust is a resident if at least one trustee is a California resident.
  - For individuals and sole proprietors, the term "resident" includes every individual who is in California for other than a temporary or transitory purpose and any individual domiciled in California who is absent for a temporary or transitory purpose. Generally, an individual who comes to California for a purpose that will extend over a long or indefinite period will be considered a resident. However, an individual who comes to perform a particular contract of short duration will be considered a nonresident.

For information on Nonresident Withholding, contact the Franchise Tax Board at the numbers listed below:

Withholding Services and Compliance Section: 1-888-792-4900

E-mail address: [wscs.gen@ftb.ca.gov](mailto:wscs.gen@ftb.ca.gov)

For hearing impaired with TDD, call: 1-800-822-6268

Website: [www.ftb.ca.gov](http://www.ftb.ca.gov)

**Section 5 – Certification**

Provide the name, title, email address, signature, and telephone number of individual completing this form and date completed. In the event that a SSN or ITIN is provided, the individual identified as the tax liable party must certify the form. Note: the signee may differ from the tax liable party in this situation if the signee can provide a power of attorney documented for the individual.

**Section 6 – Paying State Agency**

This section must be completed by the state agency/department requesting the STD 204.

**Privacy Statement**

Section 7(b) of the Privacy Act of 1974 (Public Law 93-579) requires that any federal, state, or local governmental agency, which requests an individual to disclose their social security account number, shall inform that individual whether that disclosure is mandatory or voluntary, by which statutory or other authority such number is solicited, and what uses will be made of it. It is mandatory to furnish the information requested. Federal law requires that payment for which the requested information is not provided is subject to federal backup withholding and state law imposes noncompliance penalties of up to \$20,000. You have the right to access records containing your personal information, such as your SSN. To exercise that right, please contact the business services unit or the accounts payable unit of the state agency(ies) with which you transact that business.

All questions should be referred to the requesting state agency listed on the bottom front of this form.



711 West Cinnamon Drive • Lemoore, California 93245 • (559) 924-6700 • Fax (559) 924-9003

## Staff Report

**Item No: 3-7**

**To: Lemoore City Council**

**From: Frank Rivera, Public Works Director**

**Date: April 25, 2023**

**Meeting Date: May 16, 2023**

**Subject: Resolution 2023-14 – Adopting a List of Projects for Fiscal Year 2023-2024 Funded by SB 1: The Road Repair and Accountability Act of 2017**

### **Strategic Initiative:**

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Safe & Vibrant Community | <input type="checkbox"/> Growing & Dynamic Economy |
| <input type="checkbox"/> Fiscally Sound Government           | <input type="checkbox"/> Operational Excellence    |
| <input type="checkbox"/> Community & Neighborhood Livability | <input type="checkbox"/> Not Applicable            |

### **Proposed Motion:**

Approve Resolution 2023-14, listing all projects proposed to receive funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1.

### **Subject/Discussion:**

On April 28, 2017, the Governor signed Senate Bill 1, the Road Repair and Accountability Act of 2017. SB 1 increases per gallon fuel excise taxes, diesel fuel sales taxes and vehicle registration fees with inflationary adjustments to tax rates in future years for the purpose of addressing basic road maintenance, rehabilitation and roadway safety needs.

Effective November 2017, the State Controller deposited various portions of this new funding into the newly created Road Maintenance and Rehabilitation Account (RMRA). A percentage of this new RMRA funding is apportioned by formula to eligible cities and counties.

SB 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, in order to be eligible for RMRA funding, statute requires cities and counties to provide basic annual RMRA project reporting to the California Transportation Commission (CTC). Per the program's requirements, jurisdictions are required to submit to the CTC by July 1, a resolution documenting the

City Council's approval of a project list with locations, schedule, and estimated useful life of the project before they can receive RMRA funds.

City of Lemoore staff utilized the pavement management program to identify the Cities roads in greatest need of rehabilitation and compared them to budget restrictions. The following chart is the proposed project for FY 23-24 SB 1 funding.

Project Title	Project Description	Project Location	Estimated Useful Life	Anticipated Construction Dates
D St Reconstruction	Project Includes: Rehab/repair of existing bicycles lanes, complete demo and reconstruction of existing pavement, striping rehab and repair, and updating/repairing signals and/or signage.	D Street from Lemoore Ave to Smith Street.	15 to 10 years	July 2023 to October 2024

**Financial Consideration(s):**

The City of Lemoore is estimated to receive \$668,800 in FY 23-24 for Road Rehabilitation Projects.

**Alternatives or Pros/Cons:**

City Council could choose to modify the proposed project list.

**Commission/Board Recommendation:**

Not applicable.

**Staff Recommendation:**

Staff recommends the adoption of Resolution 2023-14, approving the Fiscal Year 2023-24 SB 1 Project List.

**Attachments:**

- ☒ Resolution: 2023-14
- ☐ Ordinance:
- ☐ Map
- ☐ Contract
- ☐ Other
- List:

**Review:**

- ☐ Asst. City Manager
- ☒ City Attorney
- ☒ City Clerk
- ☒ City Manger
- ☐ Finance

**Date:**

5/12/2023  
5/12/2023  
5/11/2023

**RESOLUTION NO. 2023-14**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEMOORE  
ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2023-24 FUNDED BY  
SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017**

**WHEREAS**, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 in order to address the significant multi-modal transportation funding shortfalls statewide; and

**WHEREAS**, SB 1 includes accountability and transparency provisions that will ensure the residents of our City are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

**WHEREAS**, the City of Lemoore must adopt by resolution a list of projects proposed to receive fiscal year funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

**WHEREAS**, the City of Lemoore, will receive an estimated \$668,800 in RMRA funding in Fiscal Year 2023-2024 from SB 1; and

**WHEREAS**, this is the seventh year in which the City is receiving SB 1 funding and will enable the City of Lemoore to continue essential road maintenance and rehabilitation projects, safety improvements, repairing and replacing aging bridges, and increasing access and mobility options for the traveling public that would not have otherwise been possible without SB 1; and

**WHEREAS**, the City of Lemoore used a Pavement Management System to develop the SB 1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the communities priorities for transportation investment; and

**WHEREAS**, the funding from SB 1 will help the City of Lemoore maintain and rehabilitate various streets/roads throughout the City this year and similar projects into the future; and

**WHEREAS**, the 2020 California Statewide Local Streets and Roads Needs Assessment found that the City streets and roads are in an "At Risk" condition and this revenue will help us increase the overall quality of our road system and over the next decade will bring our streets and roads into a "Good" condition; and

**WHEREAS**, this revenue will help us increase the overall quality of our road system; and

**WHEREAS**, the SB 1 project list and overall investment in our local streets and roads infrastructure with a focus on basic maintenance and safety, investing in complete streets infrastructure, and using cutting-edge technology, materials and practices, will have significant positive co-benefits statewide.

**NOW, THEREFORE IT IS HEREBY RESOLVED, ORDERED AND FOUND** by the City Council of the City of Lemoore, State of California, as follows:

1. The foregoing recitals are true and correct.
2. The following previously proposed and adopted projects may also utilize Fiscal Year 2023-24 Road Maintenance and Rehabilitation Account revenues in their delivery. With the relisting of these projects in the adopted fiscal year resolution, the City of Lemoore is reaffirming to the public and the State our intent to fund these projects with Road Maintenance and Rehabilitation Account revenues:

**Project Title: D Street Reconstruction**

**Project Description: Complete Demolition and Reconstruction of D Street including bike lanes, striping, and signage.**

**Project Location: D Street from Lemoore Avenue to Smith Avenue**

**Estimated Project Schedule: Start 07/23- Completion 10/24 being funded with RMRA funds**

**Estimated Project Useful Life: 15+ years**

**PASSED AND ADOPTED** by the City Council of the City of Lemoore at a regular meeting held on the 16<sup>th</sup> day of May 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINING:

ATTEST:

APPROVED:

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Marisa Avalos, City Clerk

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Patricia Mathews, Mayor



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## Staff Report

**Item No: 3-8**

**To: Lemoore City Council**

**From: Frank Rivera, Public Works Director**

**Date: May 5, 2023**

**Meeting Date: May 16, 2023**

**Subject: Notice of Completion – Tract No. 921 – Brisbane East – Woodside 06N, LP A  
California Limited Partnership**

**Strategic Initiative:**

- |   |  |
|---|--|
| <input type="checkbox"/> Safe & Vibrant Community                       | <input type="checkbox"/> Growing & Dynamic Economy |
| <input type="checkbox"/> Fiscally Sound Government                      | <input type="checkbox"/> Operational Excellence    |
| <input checked="" type="checkbox"/> Community & Neighborhood Livability | <input type="checkbox"/> Not Applicable            |

**Proposed Motion:**

Approve the filing of the Notice of Completion for Tract No. 921, Woodside Homes and authorize the City Manager, or designee to execute the Notice of Completion.

**Subject/Discussion:**

Subdivision Tract 921 was approved by City Council in February of 2018. Woodside has completed the development for Tract No. 921 and is requesting that a Notice of Completion be filed. This subdivision, consists of 64 single family lots and is located North of E. Bush St. on Daphne, West of the Lemoore Canal and along the South side of the Union Pacific Railroad.

**Financial Consideration(s):**

There is no financial impact to the City.

**Alternatives or Pros/Cons:**

Not Applicable

**Commission/Board Recommendation:**

Not Applicable

**Staff Recommendation:**

That City Council approve the filing of the Notice of Completion and authorize the City Manager or designee to execute.

Attachments:	Review:	Date:
<input type="checkbox"/> Resolution:	<input type="checkbox"/> Asst. City Manager	
<input type="checkbox"/> Ordinance:	<input checked="" type="checkbox"/> City Attorney	5/12/2023
<input type="checkbox"/> Map	<input checked="" type="checkbox"/> City Clerk	5/12/2023
<input type="checkbox"/> Contract	<input checked="" type="checkbox"/> City Manager	5/11/2023
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Finance	
List: Notice of Completion		

**Recording Requested By:**

For the benefit of the  
CITY OF LEMOORE

**When Recorded Mail to:**

City of Lemoore  
Marisa Avalos, City Clerk  
711 W. Cinnamon Drive  
Lemoore, CA 93245

**NOTICE OF COMPLETION****NOTICE IS HEREBY GIVEN THAT:**

1. The undersigned is **OWNER** or Agent of the **OWNER** of the interest or estate stated below in the property hereinafter described.
2. The **FULL NAME** of the **OWNER** is City of Lemoore
3. The **FULL ADDRESS** of the **OWNER** is 711 W. Cinnamon Drive, Lemoore, CA 93245
4. The **NATURE OF THE INTEREST** or **ESTATE** of the undersigned is: In Fee.

(if other than fee, Strike "In Fee" and insert, for example, "Purchaser under contract of purchase," or "Lessee.")

5. The **FULL NAMES** and **FULL ADDRESSES** of **ALL PERSONS**, if any, **WHO HOLD SUCH INTEREST** or **ESTATE** with the undersigned as **JOINT TENANTS IN COMMON** are:

Names

Addresses

6. The full names and full addresses of the predecessors in interest of the undersigned if the property was transferred subsequent to the commencement of the work of improvement herein referred to:

Names

Addresses

7. A work of improvement on the property hereinafter described was **COMPLETED** May 16, 2023
8. The work of improvement completed is described as follows: Subdivision Tract 921 – Brisbane East  
64 single-family lots.

9. The **NAME OF THE ORIGINAL CONTRACTOR**, if any, for such work of improvement is: Woodside 06N, LP, A California Limited Partnership

10. The street address of said property is: 64 lots located north of E. Bush St. on Daphne, west of the Lemoore Canal and along the south side of the Union Pacific Railroad tracks.

11. The property on which said work of improvement was completed is in the City of Lemoore County of Kings, State of California, and is described as follows:  
New subdivision of 64 single-family lots with new roads, curbs and gutters.

Date

Nathan Olson, City Manager

Verification for **NON-INDIVIDUAL** owner: I, the undersigned, declare under penalty of perjury under the laws of the State of California that I am the **City Manager** of the aforesaid interest or estate in the property described in the above notice; that I have read the said notice, that I know and understand the contents thereof, and that the facts stated therein are true and correct.

Date and Place

Nathan Olson, City Manager

**SUBSCRIBED AND SWORN TO** before me on \_\_\_\_\_

\_\_\_\_\_  
[Notary Public], [Title]

Revised 9/22/2003



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## Staff Report

**Item No: 4-1**

**To: Lemoore City Council**

**From: Steve Brandt, City Planner**

**Date: May 2, 2023**

**Meeting Date: May 16, 2023**

**Subject: Resolution 2023-15 – Approving General Plan Amendment No. 2023-01, Conditional Use Permit No. 2023-01, and Major Site Plan Review No. 2023-01 and First Reading of Ordinance 2023-02, Approving Zoning Map Amendment No. 2023-01**

### **Strategic Initiative:**

- |  |   |
|--|---|
| <input type="checkbox"/> Safe & Vibrant Community            | <input checked="" type="checkbox"/> Growing & Dynamic Economy |
| <input type="checkbox"/> Fiscally Sound Government           | <input type="checkbox"/> Operational Excellence               |
| <input type="checkbox"/> Community & Neighborhood Livability | <input type="checkbox"/> Not Applicable                       |

### **Proposed Motion:**

Adoption of Resolution No. 2023-15, approving General Plan Amendment No. 2023-01, Conditional Use Permit No. 2023-01, and Major Site Plan Review No. 2023-01 in accordance with the findings and conditions in the resolution, and to waive the first reading of Ordinance No. 2023-02, approving Zoning Map Amendment No. 2023-01 and set the second reading of the Ordinance to June 6, 2023.

### **Subject/Discussion:**

The project site is a 20.5-acre property located on the northeast corner of 19th Avenue and Iona Avenue. The project requests a Zone Change/General Plan Amendment from Mixed Use to Regional Commercial for an approximately 4.13-acre portion of the site and approval of a Conditional Use Permit to allow for the construction and development of a gas station/mini-mart. The first phase of the project would include an 8,952-square-foot building with fuel canopies for gas and diesel pumps, as well as service for RV disposal. Phase two would add a fast-food restaurant with a drive-through lane and an additional set of pumps on the western island.

The 4.13-acre parcel for the development of the Maverik fueling station will be acquired from Kevin King, the current property owner. The remaining 16.37-acre eastern portion of the site will continue to be held by the property owner and is proposed to change from Mixed Use to Light Industrial, allowing for the future development of an industrial park.

that would accommodate future light industrial uses. The industrial parcel could be divided into as many as 23 separate lots with the approval of a commercial parcel map. The parcel map is not being proposed at this time. The size of the buildings on the sites are also undetermined, but based on size of the site, it can be assumed up to 100,000 square feet of building space could be developed. Additional improvements include a retention basin on the north end of the property for on-site stormwater collection and retention.

### **Zoning/General Plan:**

The site is currently planned and zoned Mixed-Use (MU). The proposal is to change the designation and zoning to Regional Commercial (RC). This would be an appropriate change for the site, owing to the proximity and ease of access to major arterials 19<sup>th</sup> Avenue and State Route 198. Per the Lemoore Municipal Code, convenience stores and restaurants are allowed uses in the RC zone. The fuel pumps and on-site sale of alcohol at the convenience store are uses that the Planning Commission can approve through the Conditional Use Permit (CUP). City staff supports the general plan amendment and change of zone. The MU zone, while well intended when it was added to the Zoning Ordinance as a new zone in 2012 has not resulted in any new development. Later this year, Staff will be proposing that all other MU zoned sites be rezoned to other zones.

State law requires that the City not amend its General Plan or Zoning in a way that would have the effect of reducing the amount of housing that can be constructed. The MU zone is assumed in the Housing Element to be able to provide an average of 9 units per acre. Changing land use designation and zoning from Mixed Use to Regional Commercial and Light Industrial would result in the loss of 173 potential housing units. However, this can be offset by the last General Plan Amendment for Lacey Ranch that added 751 housing units that were not previously in the General Plan a little less than one year ago. So, there would still be a net increase in the number of potential housing units from the changes approved in the past year. The tables below show this change, including the breakdown of the income type, whether low, moderate, or above moderate.

Zone	Zone Name	Vacant Acres	Housing Element	HE Lower	HE Mod	HE Above Mod	Total Housing
			Realistic Density				
	Maverik and King						
MU	Mixed Use	-19.26	9.00	-86	-87	0	-173
ML	Light Industrial	15.13	0.00	0	0	0	0

RC	Regional Commercial	4.13	0.00	0	0	0	0
<b>TOTALS</b>		<b>0.00</b>		<b>-86</b>	<b>-87</b>	<b>0</b>	<b>-173</b>
<b>Lacey Ranch</b>							
	No land use designation	-77.64	0.00	0	0	0	0
RLD	Low Density Residential	-30.00	4.50	0	-67	-68	-135
AG	Agriculture	-40.00	0.10	0	-4	0	-4
PR	Park	9.10	0.00	0	0	0	0
MU	Low Density Residential	126.40	4.50	84	390	73	547
ML	Medium Density Residential	4.88	12.00	29	30	0	59
RC	High Density Residential	7.26	20.00	162	0	0	145
<b>TOTALS</b>		<b>0.00</b>		<b>275</b>	<b>349</b>	<b>5</b>	<b>612</b>
<b>COMBINED TOTALS</b>				<b>189</b>	<b>262</b>	<b>5</b>	<b>439</b>

### **Access and Right of Way:**

Access to the convenience store site would be through three separate entry points, all from Iona Avenue. The westernmost entry drive is intended for cars and light duty vehicles with access to the gasoline pump island and convenience store. The two entries to the east are intended and designed for larger semi-truck and RV use. There would be no direct access onto the site from 19th Avenue. Access to adjacent Light Industrial lots to the east would also be from separate entrances farther along Iona Avenue. No direct vehicular connection would exist between the industrial parcels and the convenience store parcel.

### **Circulation Element:**

The project is designed to be developed in phases. The expected volume of traffic generated by Phase I is expected to be accommodated by existing road design. According to the traffic analysis prepared for the project, upon final 'build-out' and development of the Phase II additional gas pumps, drive-through restaurant, and the adjacent Light Industrial parcels, the volumes of traffic will require that a traffic signal be installed at the intersection of 19<sup>th</sup> Avenue and Iona Avenue.

The developer will pay development impact fees in anticipation of the time when the City decides it is time to install a traffic signal at the intersection. The City will provide for the installation of the signal unless the developer chooses to install the signal ahead of the City, in which case the City will reimburse the developer for costs that are above the developer's fair share costs.

### **Parking / On-site Circulation:**

The site is developed in a way that attempts to create separation between the automobile fueling islands and the Truck / RV parking, fueling and circulation areas. A total of 50 parking spaces are proposed for the site, only 35 are required by the Zoning Ordinance. Two spaces will be ADA compliant and are located at the front entry of the convenience store. Bicycle parking near the convenience store will be required by the Green Building Code.

### **Architectural and Site Design Standards:**

The proposed building elevations (attached) meet the Zoning Ordinance's architectural and design standards for commercial buildings. These standards are found in Section 9-5C-4 and cover building design and placement.

**Alcohol Sales Compatibility:**

The applicant's CUP request includes a request to sell alcohol on-site at the convenience store. They will be requesting an ABC Type 21 license that would allow the sale of beer and wine for later consumption off the premises. Zoning Ordinance Section 9-4D-2 states that establishments selling alcoholic beverages shall not be located within 500 feet of a park facility, school facility, or existing religious land uses. None of these uses are within 500 feet of the site. City staff believes that the on-site sale of alcoholic beverages at the convenience store is considered an acceptable use as long as all activities and operations are in accordance with Alcoholic Beverage Control (ABC) conditions and ABC requirements for use. Compliance with the requirements of ABC is recommended as a condition of the approval of this CUP. Staff has included conditions of approval to improve safety and security related to alcohol sales.

**Fueling Station Development Standards:**

Section 9-4D-6 contains design standards for fueling stations. The entry drive is to be no closer than 150 feet from the nearest street intersection. The site plan meets this standard.

**Administrative Use Permit:**

An application for Administrative Use Permit (ADU) was also submitted for Staff level review of a future drive through alignment and capacity for a proposed coffee shop attached to the north side of the convenience store. Section 9-4D-4 contains design standards for drive-through lanes. These standards specify certain design minimums, vehicle stacking lengths, distance from street intersections, location, and entrance and exit design. The proposed drive-through meets all the standards listed in Section 9-4D-4. The design of the drive-through meets City standards and will be approved by Staff if the GPA, ZMA, and CUP are all approved.

**Landscaping:**

After the application was submitted, it was determined that most of the adjacent 19<sup>th</sup> Avenue right of way was relinquished back to the City by Caltrans. Therefore, the Major Site Plan Review comments require that the space between the 19<sup>th</sup> Avenue sidewalk and the property line be landscaped as part of the project. The applicant has agreed to this requirement.

**Future Industrial Park:**

The only approval requested at this time for the future industrial park is for the change of zone from the existing Mixed-Use to Light Industrial. A parcel map and site plan review will be required in the future before development occurs. However, the CEQA document analyzed the future industrial uses and included mitigation measures for potential land use conflicts between industrial uses and adjacent residential areas to the east. The mitigation measures state that "No materials related to an industrial operation shall be stored within the yard setback to a height of more than six feet within 25 feet of property lines adjacent to the residential zone district." This mitigation measure will be applied to any requested approvals for industrial development in the future.

**Environmental Assessment:**

As Lead Agency under the California Environmental Quality Act (CEQA), the City staff reviewed the project to determine whether it could have a significant effect on the environment because of its development. In accordance with CEQA Guidelines Section 15382, “[s]ignificant effect on the environment” means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An Initial Study was prepared and found that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because of revisions in the project in the form of mitigations have been made by or agreed to by the project proponent. A Mitigated Negative Declaration (MND) for the entire 20.5-acre site and all its stated uses was prepared and is attached. The 30-day public review period began on April 7 and ended on May 8.

**Financial Consideration(s):**

The intersection of 19<sup>th</sup> Avenue and Iona Avenue will require signalization prior to the full buildout of the site. The installation of the 4.13 acre Maverik development will not create enough traffic volume to trigger signalization at this point; however, both the developers of the Maverik location and the future developers of the Light industrial sites will all be required would pay their calculated portion of traffic impact fees until the point that the City determines a signal is needed, at which point, the monies paid into the traffic impact fee fund will be used to pay for the cost of signalization.

**Alternatives or Pros/Cons:**

The alternative to approval is to reject the proposal as submitted.

**Commission/Board Recommendation:**

The Planning Commission held a public hearing on April 24, 2023, and voted 5-0 to recommend approval of the project.

**Staff Recommendation:**

City staff recommends adoption of Resolution No. 2023-15, approving General Plan Amendment No. 2023-01, Conditional Use Permit No. 2023-01, and Major Site Plan Review No. 2023-01 in accordance with the findings and conditions in the resolution, and waive the first reading of Ordinance No. 2023-02, approving Zoning Map Amendment No. 2023-01, and set the second reading of the Ordinance to June 6, 2023.

**Attachments:**

☒ Resolution: 2023-15  
☒ Ordinance: 2023-02  
☐ Map  
☐ Contract  
☒ Other

**Review:**

☐ Asst. City Manager  
☒ City Attorney  
☒ City Clerk  
☒ City Manager  
☐ Finance

**Date:**

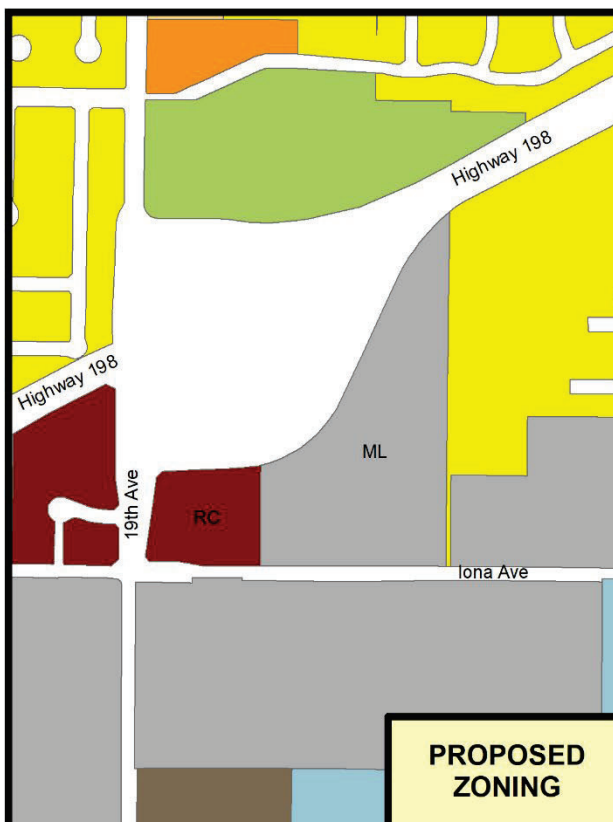
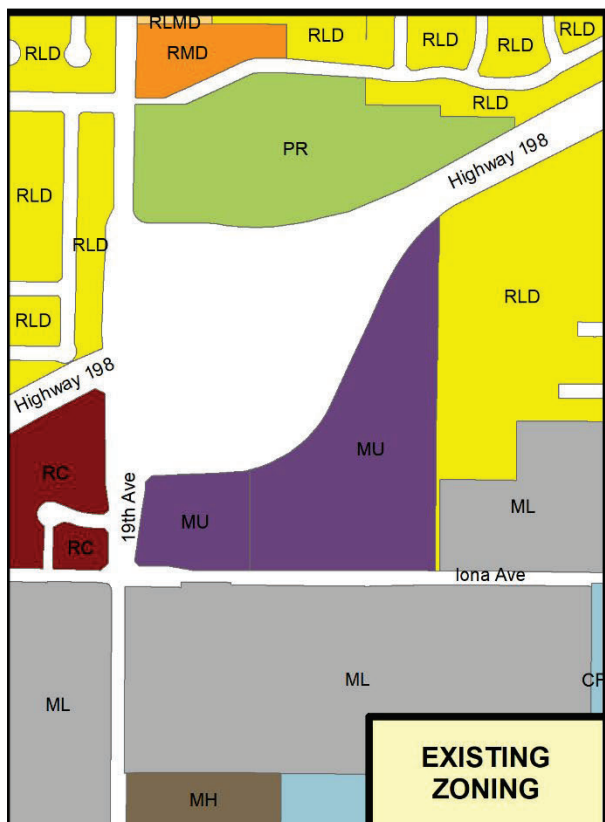
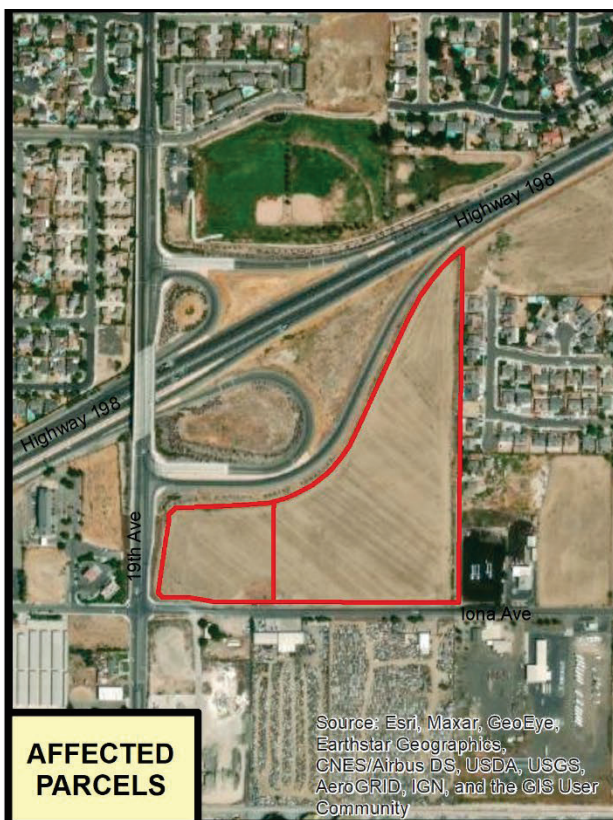
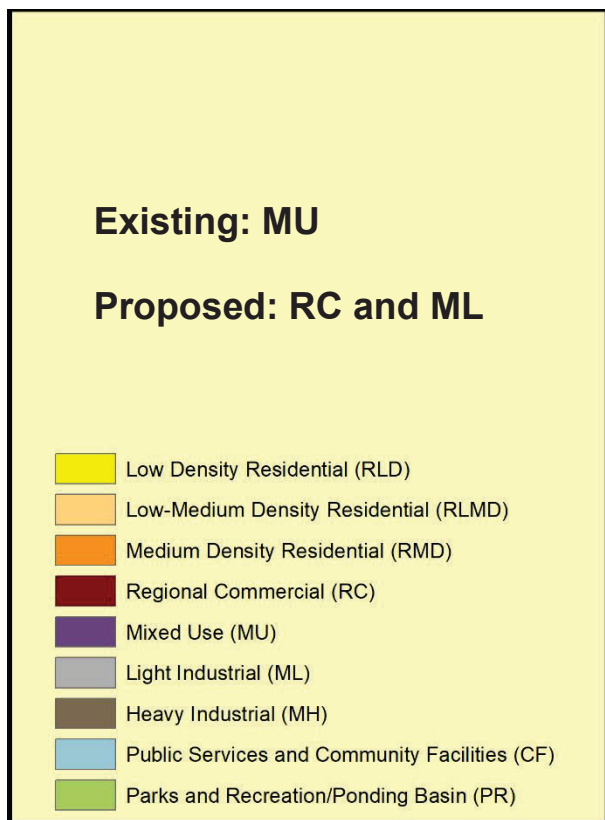
5/12/2023  
5/12/2023  
5/11/2023

List: Project Location Map  
Zoning Map Amendment – existing and proposed  
General Plan Amendment – existing and proposed  
Site Plan  
Conceptual Landscape Plan  
Building Elevations  
Major Site Plan Review Comments  
CEQA Mitigated Negative Declaration

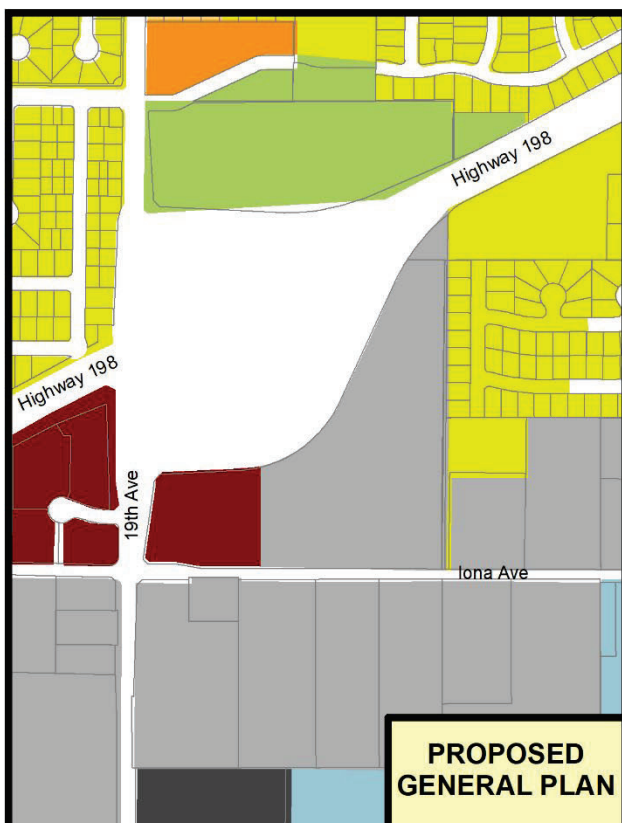
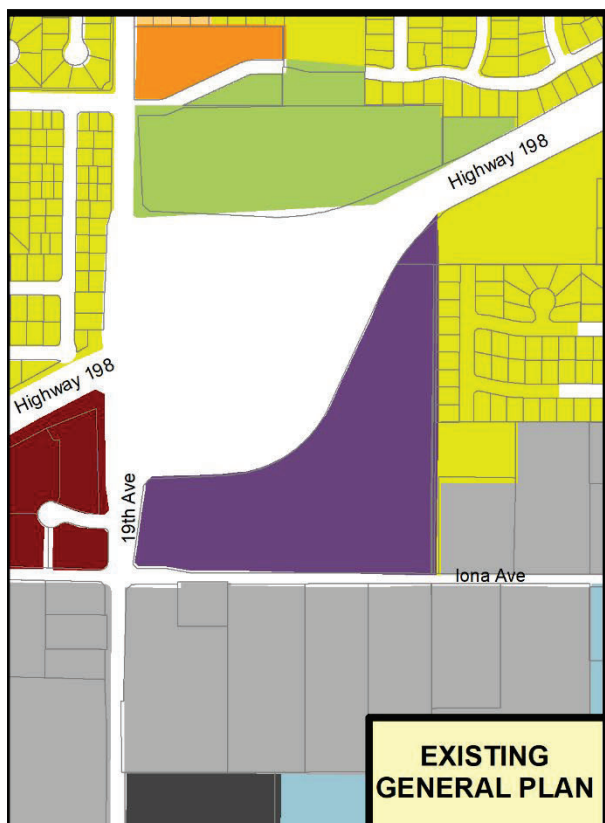
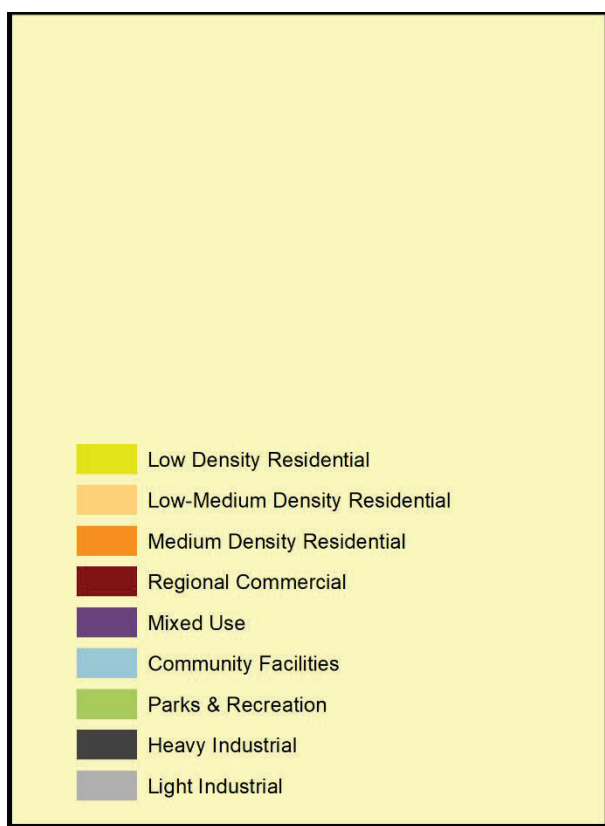
**PROJECT LOCATION MAP**  
**MSPR No. 2023-01**



**ZONING MAP AMENDMENT**  
**No.2023-01**



**GENERAL PLAN AMENDMENT  
No. 2023-01**



**RESOLUTION NO. 2023-15**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEMOORE  
APPROVING GENERAL PLAN AMENDMENT NO. 2023-01, CONDITIONAL USE  
PERMIT NO. 2023-01, AND MAJOR SITE PLAN REVIEW NO. 2023-01 TO ALLOW A  
FUELING STATION/CONVENIENCE STORE WITH FUTURE DRIVE-THROUGH  
RESTAURANT LOCATED ON THE NORTHEAST CORNER OF  
19<sup>TH</sup> AVENUE AND IONA AVENUE IN THE CITY OF LEMOORE**

**WHEREAS**, Maverik (AWA Engineering) has requested to change the General Plan land use designation and zoning from Mixed Use (MU) to Regional Commercial (RC) and Light Industrial (ML) and to approve a conditional use permit and major site plan for the construction of a fueling station/convenience store with RV disposal and drive through restaurant on a site located on the northeast corner of 19th Avenue and Iona Avenue in the City of Lemoore (APNs 023-310-012 and 023-310-011); and

**WHEREAS**, the proposed undeveloped site is 20.5 acres in size, and is currently designated and zoned Mixed Use (MU); and

**WHEREAS**, the project proposes a General Plan Amendment and Zoning Map Amendment for the proposed site to change the existing land use designation from Mixed-Use (MU) to 4.13 acres of Regional Commercial and 16.37 acres of Light Industrial (ML); and

**WHEREAS**, the proposed Conditional Use Permit includes approval to sell beer and wine at the convenience store for off-site consumption; and

**WHEREAS**, as Lead Agency under the California Environmental Quality Act (CEQA), the City staff reviewed the project to determine whether it could have a significant effect on the environment because of its development. The Initial Study found that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project in the form of mitigations have been made by or agreed to by the project proponent. A Mitigated Negative Declaration was prepared and is included as an attachment; and

**WHEREAS**, the Lemoore Planning Commission held a duly noticed public hearing at its April 24, 2023, meeting and recommended approval of the project to the City Council; and

**WHEREAS**, the Lemoore City Council held a duly noticed public hearing at its May 16, 2023, meeting.

**NOW THEREFORE, BE IT RESOLVED** that the City Council of the City of Lemoore hereby makes the following findings regarding the proposed General Plan Amendment No. 2023-01, Conditional Use Permit No. 2023-01, and Major Site Plan Review No. 2023-01, based on the information in the staff report, which are hereby incorporated by reference, as well as the evidence and comments presented during the Public Hearing:

1. The General Plan Amendment is in the public interest and that the general plan as amended will remain internally consistent.
2. The proposed uses are consistent with the general plan, any applicable specific plans, and all applicable provisions of this title. The proposed uses are either allowed or conditional uses in the Regional Commercial (RC) zone.
3. The establishment, maintenance, or operation of the use applied for will not, under the circumstances of the particular case (location, size, design, and operating characteristics), be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such use or to the general welfare of the City.
4. The site of the proposed use is physically suitable for the type, density, and intensity of the use and related structures being proposed. The site is physically able to support the use. ABC may require the applicant to make physical changes to conform to their standards if needed.
5. It will not be contrary to the specific intent clauses, development regulations, or performance standards established for the zoning district in which it is located. The proposed use and related structures are compatible with other land uses, transportation patterns, and service facilities in the vicinity.
6. The proposed project is consistent with the objectives of the general plan and complies with applicable zoning regulations, specific plan provisions, and improvement standards adopted by the City.
7. The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.
8. The architecture, character, and scale of the building and the site are compatible with the character of buildings on adjoining and nearby properties.
9. The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.
10. 19th Street and Iona Avenue are both designated arterials and are capable of conveying existing traffic as well as some of the additional traffic generated by the proposed site uses. At some point when Phase II and the Light Industrial areas are built out it will become necessary to install a traffic signal at South 19th and Iona Avenues. Existing streets, shared parking, and a complete network of City sidewalks are generally effective in accommodating most of the vehicular and pedestrian traffic around the site.
11. There are no residential uses, park facilities, school facilities, or existing religious land uses within 500 feet of the site that would immediately conflict with the sale of alcohol on the premises. The location of the use will not result in any adverse impacts on the listed facilities or nearby residential land uses.

12. The traffic increases associated with the use will not result in potential hazards to existing pedestrian and/or vehicular traffic. The development conforms to all provisions of the Zoning Ordinance.
13. An CEQA Initial Study was prepared and found that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because of revisions in the project in the form of mitigations have been made by or agreed to by the project proponent. A Mitigated Negative Declaration (MND) for the entire 20.5-acre site was prepared.

**BE IT FURTHER RESOLVED** that the City Council of the City of Lemoore recommends approval to the Lemoore City Council of General Plan Amendment No. 2023-01, Zone Change No. 2023-01, Conditional Use Permit No. 2023-01, and Major Site Plan Review No. 2023-01, based on the evidence presented, with the Conditional Use Permit subject to the following conditions:

1. The site shall be developed consistent with the site plan, conceptual landscape plan, elevation exhibits, the City staff comments in Major Site Plan Review No. 2023-01, and applicable City of Lemoore development standards, and as modified by the following conditions.
2. The project applicant shall dedicate additional right of way or easement along Iona Avenue, in accordance with the Major Site Plan Review comments, and shall coordinate with the City regarding the location of any utilities or proposed traffic signals.
3. The operation shall be conducted consistent with the Conditional Use Permit. Major deviations from the approvals shall first require approval of an amendment to the Conditional Use Permit.
4. Drive-through lanes shall be designed and constructed in accordance with the site plan and with Zoning Ordinance Section 9-4D-4.
5. The convenience store shall obtain and maintain a valid license from Alcoholic Beverage Control (ABC). A change to a license type that is deemed more intensive than a Type 21 license shall require an amendment to the Conditional Use Permit.
6. The establishment shall comply with all federal and state laws regarding the sale of alcohol.
7. Business hours and the sale of alcohol shall comply with State ABC regulations.
8. All uses shall meet the requirements found in Section 9-5B-2 and 9-5B-4 of the City of Lemoore Zoning Ordinance related to noise, odor, vibration, lighting, and maintenance.
9. The time limits and potential extensions and expiration of this Conditional Use Permit are established per Section 9-2A-9 of the City of Lemoore Zoning Ordinance.

**PASSED AND ADOPTED** at a Regular Meeting of the City Council of the City of Lemoore held on the 16<sup>th</sup> day of May 2023 by the following vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

ATTEST:

APPROVED:

---

Marisa Avalos  
City Clerk

---

Patricia Matthews  
Mayor

## **ORDINANCE NO. 2023-02**

### **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LEMOORE ADOPTING ZONING MAP AMENDMENT NO. 2023-01, CHANGING A PORTION OF THE ZONING MAP FROM MIXED-USE (MU) TO REGIONAL COMMERCIAL (RC) AND LIGHT INDUSTRIAL (ML) LOCATED AT THE NORTHEAST CORNER OF 19TH AVENUE AND IONA AVENUE IN THE CITY OF LEMOORE.**

#### **THE CITY COUNCIL OF THE CITY OF LEMOORE HEREBY DOES ORDAIN:**

#### **SECTION 1. FINDINGS.**

- (a) Kevin King, owner of the parcel located at the northeast corner of 19<sup>th</sup> Avenue and Iona Avenue (APNs 023-310-012 and 023-310-011), has requested Zoning Map Amendment No. 2023-01.
- (b) On April 24, 2023, the Planning Commission of the City of Lemoore held a public hearing, reviewed the proposal, and recommended approval of the zoning map amendment to the City Council.
- (c) This zoning map amendment is consistent with the City of Lemoore General Plan, Lemoore Municipal Code, and the Zoning Ordinance and would not be detrimental to the public interest, health, safety, convenience, and welfare of the City.
- (d) A Mitigated Negative Declaration has been prepared and adopted in accordance with the California Environmental Quality Act (CEQA).

#### **SECTION 2.**

The property located at the northeast corner of 19<sup>th</sup> Avenue and Iona Avenue (APNs 023-310-012 and 023-310-011) is hereby zoned with the eastern 4.13 acres as Regional Commercial (RC) and the remaining 16.37 acres as Light Industrial as depicted in the attached map.

#### **SECTION 3.**

The official Zoning Map shall be amended to reflect this change.

The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Lemoore held on the 16<sup>th</sup> day of May 2023 and was passed and adopted at a regular meeting of the City Council held on the 6<sup>th</sup> day of June 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

APPROVED:

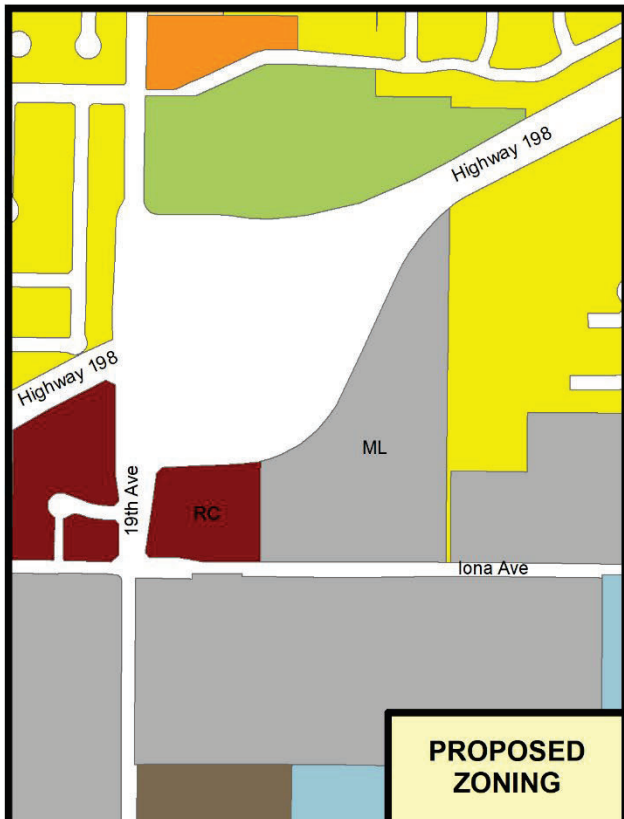
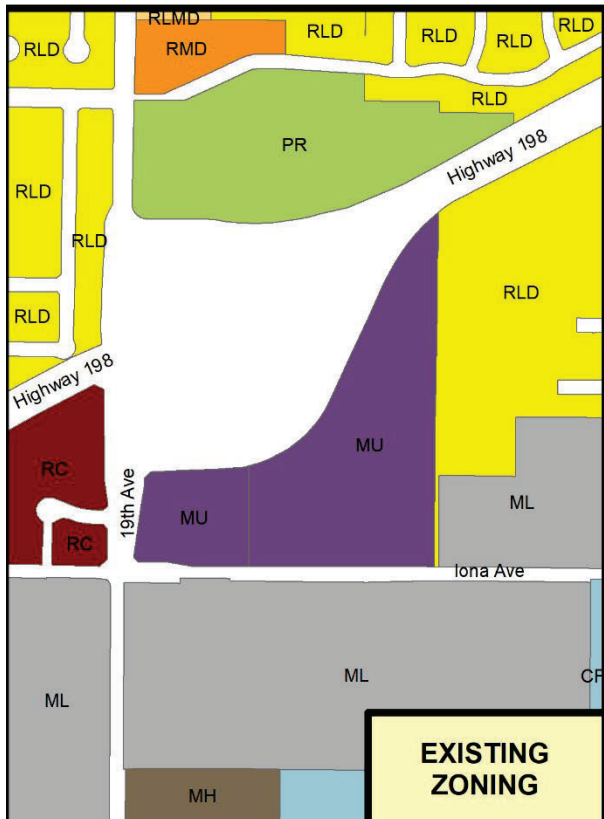
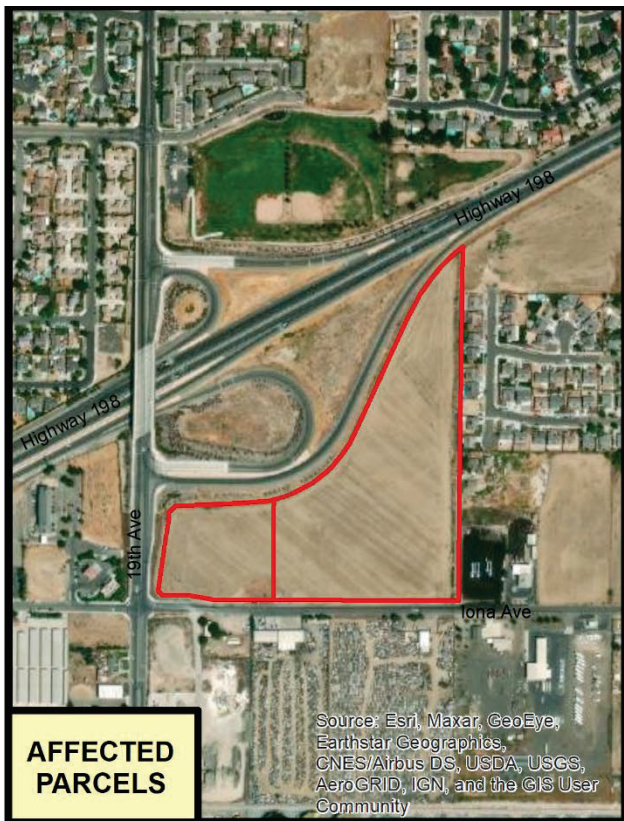
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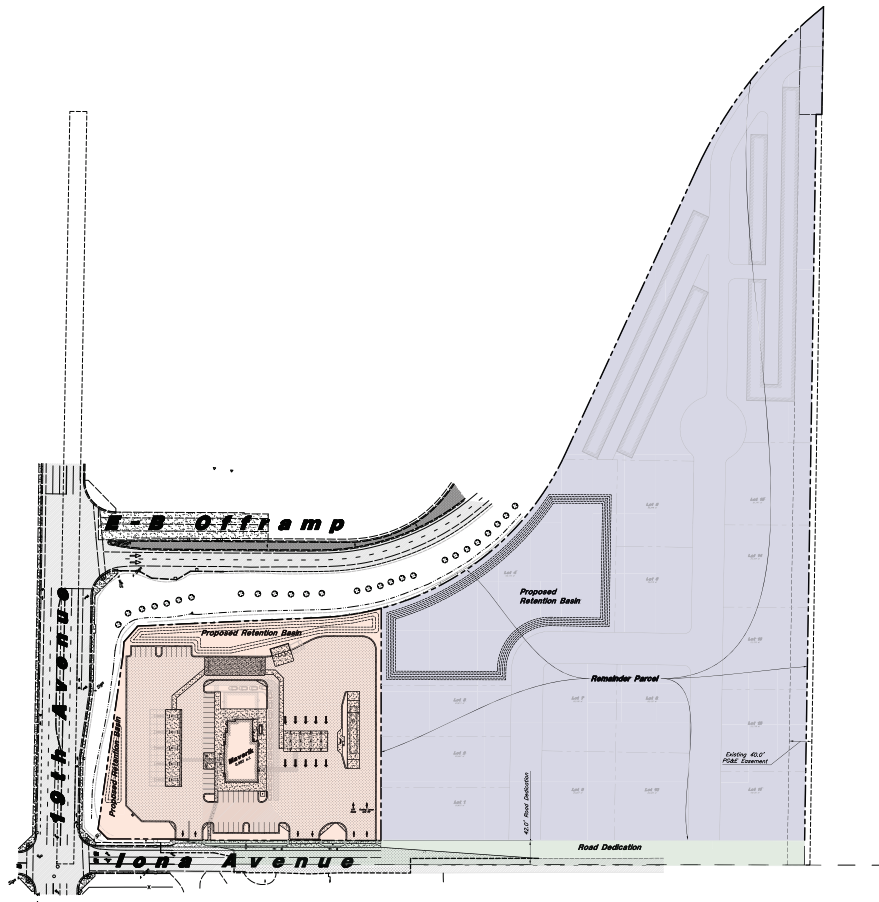
Marisa Avalos  
City Clerk

---

Patricia Matthews  
Mayor

**ZONING MAP AMENDMENT  
No.2023-01**





**Site Data**  
 Maverik Parcel Site Area = 182,863 s.f. (4.20 ac.)  
 Remainder Parcel Site Area = 651,907 s.f. (14.96 ac.)  
 Future Dedication Area = 45,279 s.f. (1.04 ac.)

- Maverik Area**
- Remainder Parcel Area**
- Road Dedication Area**

<b>Overall Site Plan</b> <b>Maverik, Lemoore</b> 19th Avenue and Loma Drive Lemoore, California, 93246	
31 March, 2023 <b>C10</b>	







2 BUILDING PERSPECTIVE - FRONT RIGHT  
SCALE:



1 BUILDING PERSPECTIVE - FRONT LEFT  
SCALE:

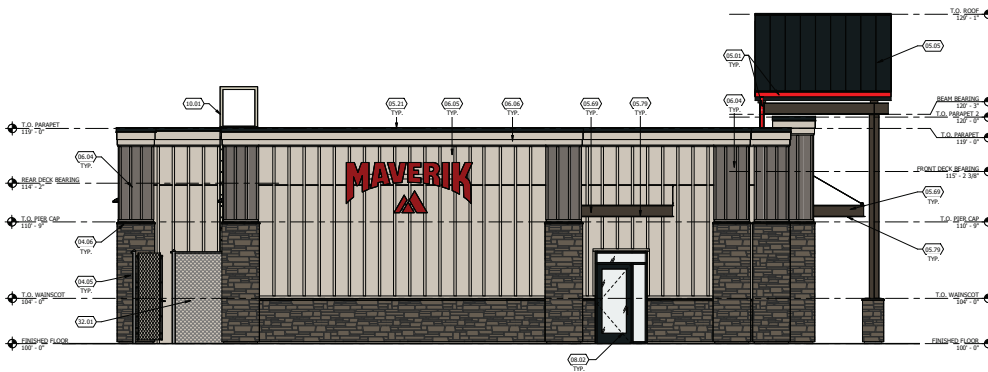
## MAVERIK C-STORE

Prototype Version: 60\_L\_RR\_2201  
Building Square Footage: 5,982 SF  
Construction Type/Occupancy Classification: V-B / M

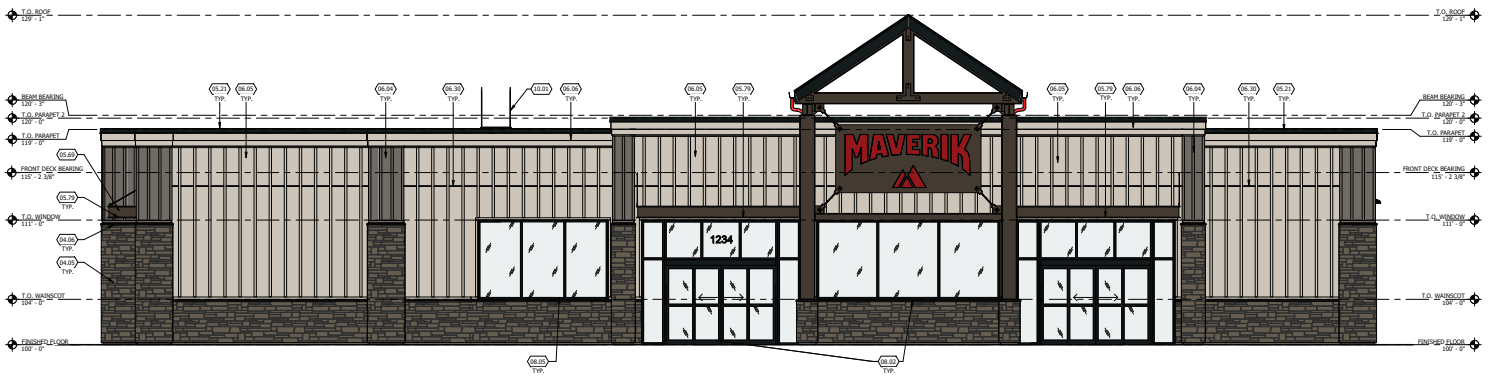
A-3 | PERSPECTIVE VIEWS



2 LEFT ELEVATION  
SCALE: 1/4" = 1'-0"



1 FRONT ELEVATION  
SCALE: 1/4" = 1'-0"



#### KEYED NOTES

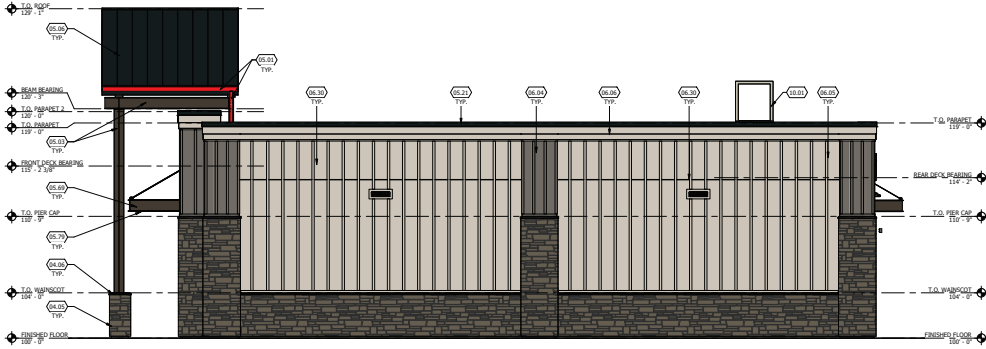
- 04.00 CULTURED STONE VENEER, SKYLINE, COUNTRY LEADERSTONE
- 04.06 CULTURED STONE VENEER CAP, SKYLINE, COUNTRY LEADERSTONE
- 05.01 PRE-FINISHED GUTTER AND DOWNSPOUT, WHITE RED
- 05.03 PRE-FINISHED ROOF, COLOR C-1, 1.1/4" STANDING SEAM
- 05.21 PRE-FINISHED METAL COPING, COLOR HENSHAW BRONZE
- 05.80 STEEL RAILING, COLOR F-3
- 05.79 3/4" METAL SCOFF, COMMERCIAL GRADE, COLOR: PAINTED BLACK FOR SH-7505
- 06.04 FIBER CEMENT BOARD & BATTEN SIDING, BB-2
- 06.05 FIBER CEMENT BOARD & BATTEN SIDING, BB-1
- 06.06 FIBER CEMENT TRIM BS-3
- 06.30 HORIZONTAL, 3/8" X 1" SIDING
- 06.02 ALUMINUM STOREFRONT SYSTEM, DARK BRONZE
- 06.05 WINDOW, SEE SCHEDULE
- 10.05 ROOF ACCESS LADDER W/ SECURITY GATE, SEE DETAIL UAS-11, POWDER COATED COLOR TO MATCH SIDING BS-1
- 32.05 CHAIN LINK FENCE WITH PRIVACY SLATS, COLOR TO MATCH BUILDING FIELD COLOR

## MAVERIK C-STORE

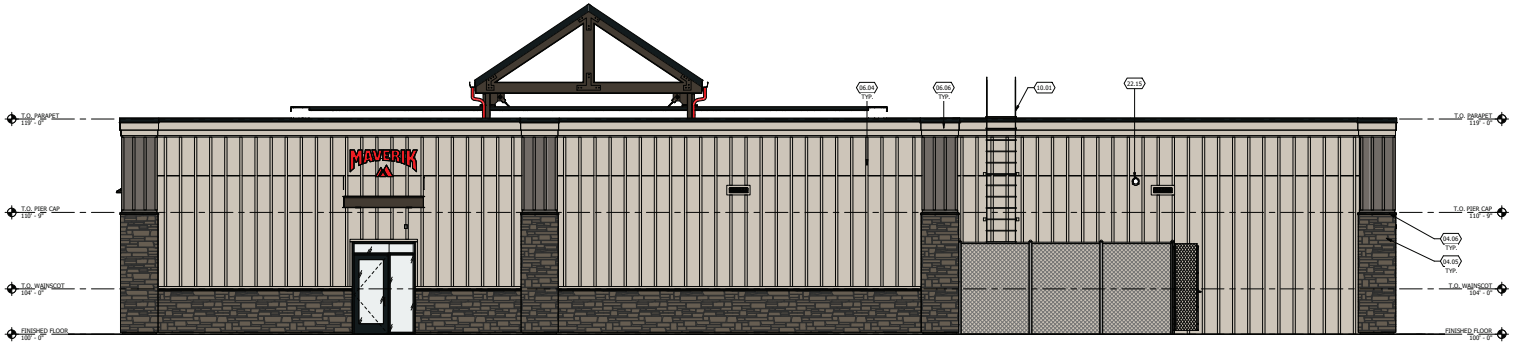
Prototype Version: 60\_L\_RR\_2201  
Building Square Footage: 5,982 SF  
Construction Type/Occupancy Classification: V-B / M

A-4 | EXTERIOR ELEVATIONS





2 RIGHT ELEVATION  
SCALE: 1/4" = 1'-0"



1 REAR ELEVATION  
SCALE: 1/4" = 1'-0"

#### KEYED NOTES

- 04.05 CULTURED STONE VENEER, SKYLINE, COUNTRY LEDESTONE
- 04.06 CULTURED STONE VENEER CAP, SKYLINE, COUNTRY LEDESTONE
- 05.01 PRE-FINISHED GUTTER AND DOWNSPOUT, WHITE RED
- 05.03 PAINTED STEEL, BLACK FOX
- 05.06 MISC. PRE-FINISHED METAL ROOF, 1 1/4" STANDING SEAM, MIDNIGHT BRONZE
- 05.23 PRE-FINISHED METAL COPING, COLOR MIDNIGHT BRONZE
- 05.69 STEEL FRAMING, COLOR #9
- 05.79 3/4" METAL, SOFFIT, COMMERCIAL GRADE, COLOR: PAINTED BLACK FOX SW 7003
- 06.04 FIBER CEMENT BOARD & BATTEN SIDING, BB-2
- 06.05 FIBER CEMENT BOARD & BATTEN SIDING, BB-1
- 06.06 FIBER CEMENT TRIM BB-3
- 06.30 HORIZONTAL JOINT IN SIDING
- 11.01 ROOF ACCESS LADDER W/ SECURITY GATE, SEE DETAIL UMS.11, POWDER COATED COLOR TO MATCH SIDING BB-1
- 22.15 ROOF OVERFLOW DRAIN CUPPERS, SEE FILLING DRAWINGS

MAVERIK C-STORE

Prototype Version: 60\_L\_RR\_2201  
Building Square Footage: 5,982 SF  
Construction Type/Occupancy Classification: V-B / M

A-5 | EXTERIOR ELEVATIONS

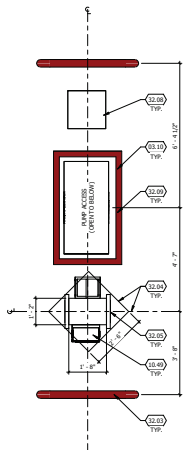


# MAVERIK C-STORE

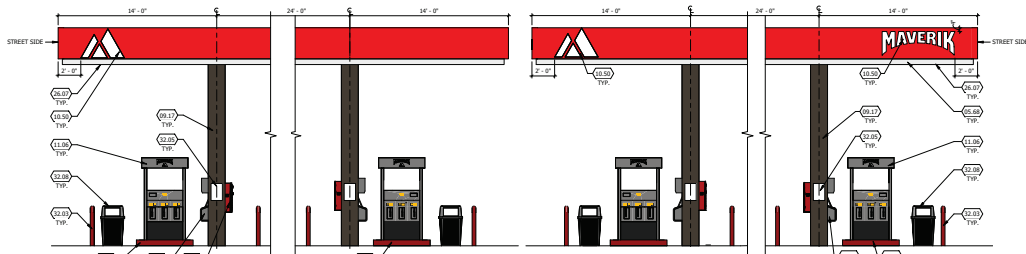
NOTE:  
FUEL CANOPY DRAWINGS PROVIDED ARE  
CONCEPTUAL, AND MAY VARY FROM SITE TO SITE.

Prototype Version: 60\_L\_RR\_2201  
Building Square Footage: 5,982 SF  
Construction Type/Occupancy Classification: V-B / M

A-6 | CANOPY ELEVATIONS

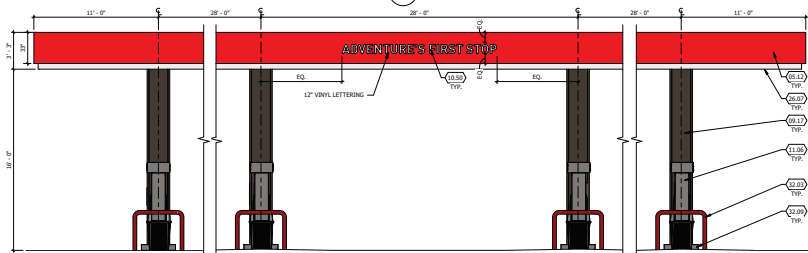


2 CANOPY COLUMN PLAN  
SCALE: 1/2" = 1'-0"

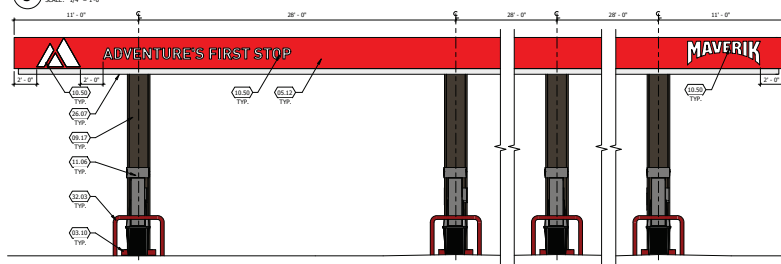


5 FUEL DISPENSING CANOPY - END ELEVATION  
SCALE: 1/4" = 1'-0"

4 FUEL DISPENSING CANOPY - END ELEVATION  
SCALE: 1/4" = 1'-0"



3 FUEL DISPENSING CANOPY - BUILDING SIDE ELEVATION  
SCALE: 1/4" = 1'-0"



1 FUEL DISPENSING CANOPY - STREET SIDE ELEVATION  
SCALE: 1/4" = 1'-0"

## KEYED NOTES

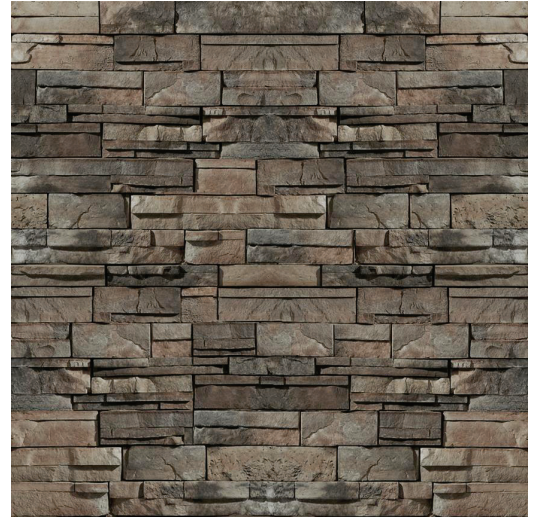
- 03.04 REINFORCED CONCRETE PAD
- 03.10 6" HEB BASED CONCRETE ISLAND W/ TOOLED EDGES AND CORNERS. VERIFY SIZE OF COMPOUND LEVELER 11.5" W/ 2" X 8" (80) METAL FORMS. ACCESSIBLE ISLAND TO BE 8" SEE CIVIL DRAWINGS FOR LOCATION
- 05.12 ALUMINUM COMPOSITE METAL PANEL, EASTMAN RD
- 05.68 ALUMINUM COMPOSITE METAL PANEL, WHITE
- 06.17 PANEL COLUMN CASING, COLOR TO MATCH P-9
- 10.40 4448 BC FIRE EXTINGUISHER W/ CASE, LOCATE WITHIN 75' OF ALL PUMPS, DISPENSERS, OR STORAGE TANK. LOCATION TO BE FINALIZED BY FIRE MARSHAL
- 10.50 SIGNAGE TO BE COORDINATED BY FUEL CANOPY CONTRACTOR WITH OWNER
- 11.06 DISPENSING STATION (BY OTHERS)
- 24.07 ALL LIGHT FIXTURES (NOT SHOWN) TO BE FLUSH MOUNTED WITHIN THE CEILING PANEL SOFFIT (SOFFIT COLOR P-7). SEE ELECTRICAL AND FUEL DISPENSING SPECIFICATIONS
- 32.03 4" DIAMETER "UP" ROLLAND, SET AND FILLED W/ "SET FUEL RESISTANT" SEALANT, SEE CIVIL DRAWINGS, PAINTED P-4
- 32.04 EXPANSION JOINTS, TO BE FILLED W/ "SET FUEL RESISTANT" SEALANT, SEE CIVIL DRAWINGS
- 32.05 SIGNAGE, BY OWNER, TO COMPLY WITH IPC 2305.6 AND POSTED ON EACH SIDE OF COLUMN
- 32.06 5.5.1 (WINDOW WASH/WATER TOWER) PROVIDED BY OWNER INSTALLED BY CONTRACTOR. INSULATE TO COLUMN PER ADA REQUIREMENTS 1'-0" MAX. A.F.T. TO PAPER TOWEL FOLD
- 32.08 TRASH CONTAINER, PROVIDED BY OWNER
- 32.09 PAINT CONCRETE CURB EDGE P-4, SEE SCHEDULE ON SHEET A6.03



BB-1 Fiberboard -  
Worldly Gray

BB-2 Fiberboard -  
Gauntlet Gray

BB-3 Fiberboard -  
Worldly Gray



Cultured Stone - Skyline, Country LedgeStone



C-1 MBCI Midnight Bronze



C-2 MBCI Brite Red



Anodized - Dark Bronze



Paint - Black Fox

MAVERIK C-STORE

Prototype Version: 60\_L\_RR\_2201  
Building Square Footage: 5,982 SF  
Construction Type/Occupancy Classification: V-B / M

A-7 | EXTERIOR MATERIALS BOARD





711 W. Cinnamon Drive • Lemoore, CA 93245 • Planning (559) 924-6744  
**Community Development Department**

## Site Plan Review

**To:** Grayson Smith c/o AWA Engineering  
**From:** Steve Brandt, City Planner  
**Date:** April 12, 2023  
**Subject:** **Major Site Plan Review No. 2023-01:** a request by Maverik (AWA Engineering), Inc., for major site plan review for a fueling station/convenience store located on the northeast corner of 19<sup>th</sup> Avenue and Iona Avenue in the City of Lemoore (APN 023-310-012).

- ☐ Site Plan is acceptable as proposed. All applicable comments on the attached checklist(s) are marked with an ☒. Proceed to submittal for :
- ☒ Site Plan requires minor changes that are described in the attached Department comments, mark-ups, and/or checklists. All applicable comments are marked with an ☒. Proceed to submittal for: **Planning Commission and City Council**
- ☐ Site Plan requires changes that are described in the attached Department checklists. All applicable comments are marked with an ☒.

**Zoning/General Plan:** The site is designated Mixed Use. Requires a GPA to change to Regional Commercial.  
The site is zoned MU in the Zoning Ordinance. Requires a rezone to change to RC.

**Environmental Review:** An IS/MND will be prepared for the project.

**Attached Comments:** Planning Comments dated April 12, 2023  
Public Works Markups dated April 12, 2023  
Engineering Checklist dated April 14, 2023



DATE: March 31, 2023 2<sup>nd</sup> submittal  
 SITE PLAN NO.: 2023-01  
 PROJECT TITLE: Maverik GPA, Zone Change, CUP and MSRP  
 DESCRIPTION: Maverik GPA, Zone Change, CUP and MSRP  
 APPLICANT: Grayson Smith c/o AWA Engineering  
 PROPERTY OWNER: N/A  
 LOCATION: NEC 19<sup>th</sup> Ave. and Iona Avenue.  
 APN(S): 023-310-012

## PLANNING SITE PLAN REVIEW COMMENTS

The following comments are applicable to your site plan when checked. Comments in *italics* are specific to the project.

### Project Information

- ☒ General Plan Land Use Element land use designation(s): Mixed-Use  
☒ General Plan Circulation Element adjacent street(s): 19<sup>th</sup> Avenue and Iona Avenue are Arterial streets  
☒ Zoning designation: Mixed-Use  
☒ Proposed land use: Truck stop/convenience store with GPA and rezone to Regional Commercial (RC). Future site for rezone to Light Industrial not reviewed at site plan level at this time.  
☐ Allowed use      ☐ Not allowed use      ☒ Requires a conditional use permit

### Site Plan Comments

#### *Standards are for the proposed Regional Commercial zone*

Site Area Standards (Chapter 9-5A)		Required	Proposed	Notes
<input type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input checked="" type="checkbox"/> N/A	Site area per dwelling units (minimum)			
<input checked="" type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input type="checkbox"/> N/A	Lot size (minimum)	<i>None-</i>	<i>4.2 ac</i>	182,882 sf
<input checked="" type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input type="checkbox"/> N/A	Lot size (maximum)	<i>None</i>	<i>4.2 ac</i>	182,882 sf
<input checked="" type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input type="checkbox"/> N/A	Lot width (minimum)	<i>0'</i>	<i>473.3'</i>	
<input checked="" type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input type="checkbox"/> N/A	Lot width (maximum)	<i>0'</i>	<i>473.3'</i>	

Building Setback, Height, and Coverage Standards (Chapter 9-5A)		Required	Proposed	Notes
<input checked="" type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input type="checkbox"/> N/A	Front Building Setback (minimum)	<i>0'</i>	<i>102.5'</i>	
<input checked="" type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input type="checkbox"/> N/A	Interior Side Building Setback (minimum)	<i>0'</i>	<i>200.8'</i>	



DATE: March 31, 2023 2<sup>nd</sup> submittal  
 SITE PLAN NO.: 2023-01  
 PROJECT TITLE: Maverik GPA, Zone Change, CUP and MSRP  
 DESCRIPTION: Maverik GPA, Zone Change, CUP and MSRP  
 APPLICANT: Grayson Smith c/o AWA Engineering  
 PROPERTY OWNER: N/A  
 LOCATION: NEC 19<sup>th</sup> Ave. and Iona Avenue.  
 APN(S): 023-310-012

<input checked="" type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input type="checkbox"/> N/A	Street Side Building Setback (minimum)	10'	71'	
<input checked="" type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input type="checkbox"/> N/A	Rear Building Setback (minimum)	0'	Approx. 120'	
<input checked="" type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input type="checkbox"/> N/A	Separation Between Buildings (minimum)	10'	18'	
<input checked="" type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input type="checkbox"/> N/A	Height (maximum)	None	29' – 0"	To peak of entry gable. Avg. 20' for rest of structure.
<input checked="" type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input type="checkbox"/> N/A	Floor Area Ratio (minimum)	.10	.10	18,088 / 182882 = .099
<input checked="" type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input type="checkbox"/> N/A	Floor Area Ratio (maximum)	.60	.10	18,088 / 182882 = .099

Architectural and Site Design Standards (Chapter 9-5C)		Required	Notes
<input checked="" type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input type="checkbox"/> N/A	Design Concepts	Meet Standards from Section 9-5C-2	
<input type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input checked="" type="checkbox"/> N/A	Design Standards for Residential Projects		
<input checked="" type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input type="checkbox"/> N/A	Design Standards for Commercial and Industrial Projects	Meet Standards from Section 9-5C-4	
<input type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input checked="" type="checkbox"/> N/A	Design Standards for Big Box Stores		

Parking and Loading Standards (Chapter 9-5E)		Required	Proposed	Notes
<input checked="" type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input type="checkbox"/> N/A	Number of off-street Parking Spaces	35 total spaces (see notes for calc)	50 spaces	3.5 spaces per 1000sf of structure. Phase 1 (5982/1000 = 5.9*3.5 = 21)



DATE: March 31, 2023 2<sup>nd</sup> submittal  
 SITE PLAN NO.: 2023-01  
 PROJECT TITLE: Maverik GPA, Zone Change, CUP and MSRP  
 DESCRIPTION: Maverik GPA, Zone Change, CUP and MSRP  
 APPLICANT: Grayson Smith c/o AWA Engineering  
 PROPERTY OWNER: N/A  
 LOCATION: NEC 19<sup>th</sup> Ave. and Iona Avenue.  
 APN(S): 023-310-012

				<i>Phase 2 (2870/1000 = 2.8*5.0 = 14)</i> <i>Total build out (21+14 =35)</i>
<input checked="" type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input type="checkbox"/> N/A	Parking Design Standards	Meet requirements of 9-5E-5		See additional comments at bottom of page for parking design additions.
<input type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input checked="" type="checkbox"/> N/A	Loading Design Standards			

<input type="checkbox"/> Downtown Standards (Chapter 9-6) <input type="checkbox"/> Mixed Use Standards (Chapter 9-7) <input type="checkbox"/> Overlay Zones (Chapter 9-9)		Required	Notes
<input type="checkbox"/> Acceptable <input type="checkbox"/> Revise <input checked="" type="checkbox"/> N/A			

#### Entitlements Required

- ☒ Major Site Plan Review is required for this project.
- ☒ Conditional Use Permit is required for this project.
- ☐ Zone Variance is required for this project.
- ☐ Tentative Subdivision Map is required for this project.
- ☐ Tentative Parcel Map is required for this project.
- ☒ Lot Line Adjustment is required for this project.
- ☒ Zone Change is required for this project.
- ☒ General Plan Amendment is required for this project.
- ☐ Other discretionary action required for this project:

**CEQA Document Required** (This is a preliminary determination that will be finalized when the project application is fully submitted and deemed complete.)

- ☐ Exempt from CEQA - Ministerial Exemption: Section 21080(b)(1); 15268.
- ☐ Exempt from CEQA - Categorical Exemption Section 15332 (Infill Development Exemption).
- ☐ Exempt from CEQA - Statutory Exemption Section \_\_\_\_\_.
- ☒ Negative Declaration or Mitigated Negative Declaration.



DATE:	March 31, 2023 2 <sup>nd</sup> submittal
SITE PLAN NO.:	2023-01
PROJECT TITLE:	Maverik GPA, Zone Change, CUP and MSRP
DESCRIPTION:	Maverik GPA, Zone Change, CUP and MSRP
APPLICANT:	Grayson Smith c/o AWA Engineering
PROPERTY OWNER:	N/A
LOCATION:	NEC 19 <sup>th</sup> Ave. and Iona Avenue.
APN(S):	023-310-012

☐ Environmental Impact Report.

**Environmental Technical Documents required to back up CEQA document** (This is a preliminary determination that will be finalized when the project application is fully submitted and deemed complete.)

- ☒ Air Impact Analysis.
- ☐ Acoustical Analysis.
- ☒ Biological Report.
- ☒ Cultural Records Search.
- ☒ Traffic Impact Assessment.
- ☐ Vehicle Trip Generation Estimates.
- ☐ Covenant.
- ☐ Other:

**General Requirements from Zoning Ordinance that apply to the project when checked.**

- ☒ Meet all Noise, Odor, and Vibration Performance Standards described in Zoning Ordinance Section 9-5B-2.
- ☒ Make all required Property and Utility Improvements described in Zoning Ordinance Section 9-5B-3.
- ☒ Meet all Outdoor Lighting Standards described in Zoning Ordinance Section 9-5B-4.
- ☒ Meet all applicable Fence and Wall Standards described in Zoning Ordinance 9-5B-5.
- ☒ Meet all MWELo requirements for landscape and irrigation plans.
- ☒ Street Trees shall be selected from the approved Street Tree list in Table 9-5D-5-A1.
- ☒ Landscape and Irrigation Plans required at Building Permit submittal. Landscape Plans will be checked for compliance with MWELo, including but not limited to the following conditions:
  - Plan shall include square footages of landscaped area shown, water use calculations, and the material to be utilized.
  - Water use classifications shall be based on WUCOLS IV.
  - All required landscape areas shall be included in the Plan.
  - Landscaping shall meet all other applicable requirements of Title 9, Article D1 of the Zoning Ordinance.

**Other Requirements**

- ☒ Additional comments:
  - *All Landscape and Irrigation Plans shall be approved, stamped and signed by a California licensed Landscape Architect or State of California, qualified contractor.*
  - *Signature of licensed Landscape Architect or a State of California, qualified contractor shall be affixed to seal and within the Landscape / Certification Statement boxes located on Planting and Irrigation plans.*



DATE:	March 31, 2023 2 <sup>nd</sup> submittal
SITE PLAN NO.:	2023-01
PROJECT TITLE:	Maverik GPA, Zone Change, CUP and MSRP
DESCRIPTION:	Maverik GPA, Zone Change, CUP and MSRP
APPLICANT:	Grayson Smith c/o AWA Engineering
PROPERTY OWNER:	N/A
LOCATION:	NEC 19 <sup>th</sup> Ave. and Iona Avenue.
APN(S):	023-310-012

- *Irrigation Plans must provide the appropriate system pressure calculations, identification of hydrozones, and MAWA calculations.*
- *Address attached comments from Building Department regarding backflow installation and location per City Standards.*
- *Address attached comments from Building Department regarding relocation of light pole in future drive through route.*
- *Address attached comments from Building Department regarding trash dumpster area design recommendations.*
- *All plant material selections and final Landscape and Irrigation plans to be approved when submitted for building permit.*
- *The area sloping down from 19<sup>th</sup> Avenue to the west boundary of the proposed site is land, previously claimed by Cal-Trans, that has been ceded back to the City and is subject to inclusion in any Landscape and Irrigation plans for the site. Please revise Landscape and Irrigation plans to reflect and incorporate modified City owned R.O.W. (See notes on attached Landscape plan markup for clarification)*

Suggested Recommendations for plant substitutions:

- *Replace Ceanothus cuneatus with acceptable alternate for commercial application. (maintain 5' minimum height)*
- *Replace Baccharis x 'Centennial' with acceptable alternate for commercial application.*
- *Replace Russelia equisetiformis with acceptable alternate for commercial application.*
- *Replace Rosa x 'Noare' with acceptable alternate for commercial application. (Carefree bush form is more hardy).*
- *Replace Xylosma congestum with acceptable alternate groundcover from existing plan selections.*

*Steve Brandt*

*April 12, 2023*

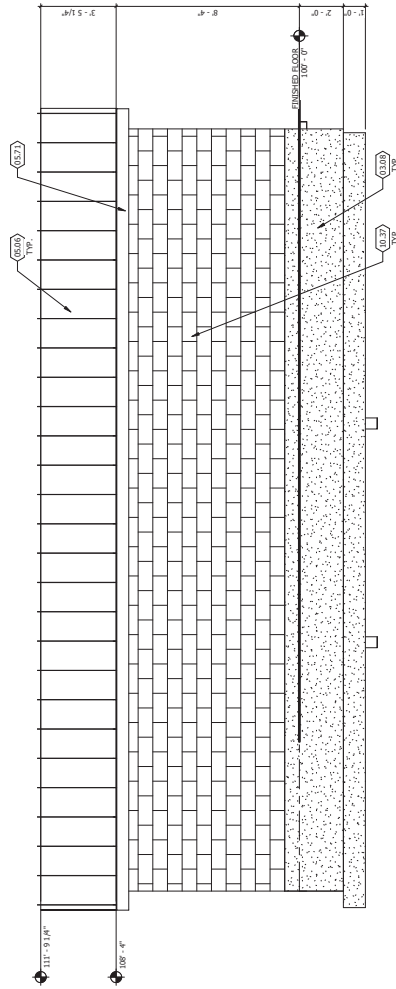
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Authorized signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Steve Brandt, AICP, City Planner  
Printed name

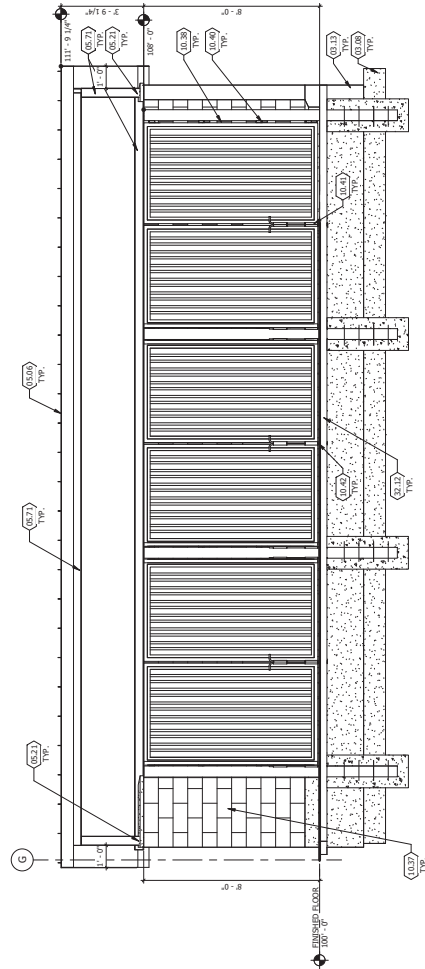






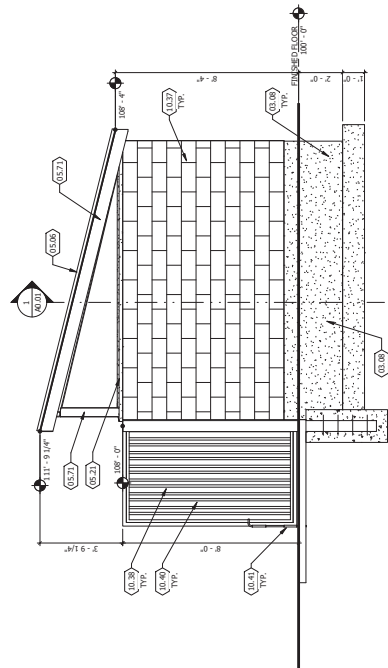
3 TRASH ENCLOSURE - BACK ELEVATION

SCALE: 3/8" = 1'-0"



1 TRASH ENCLOSURE - FRONT ELEVATION

SCALE: 3/8" = 1'-0"

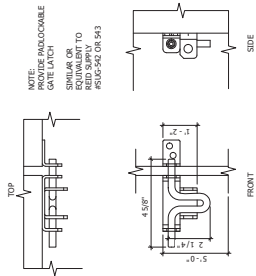


2 TRASH ENCLOSURE - SIDE ELEVATION

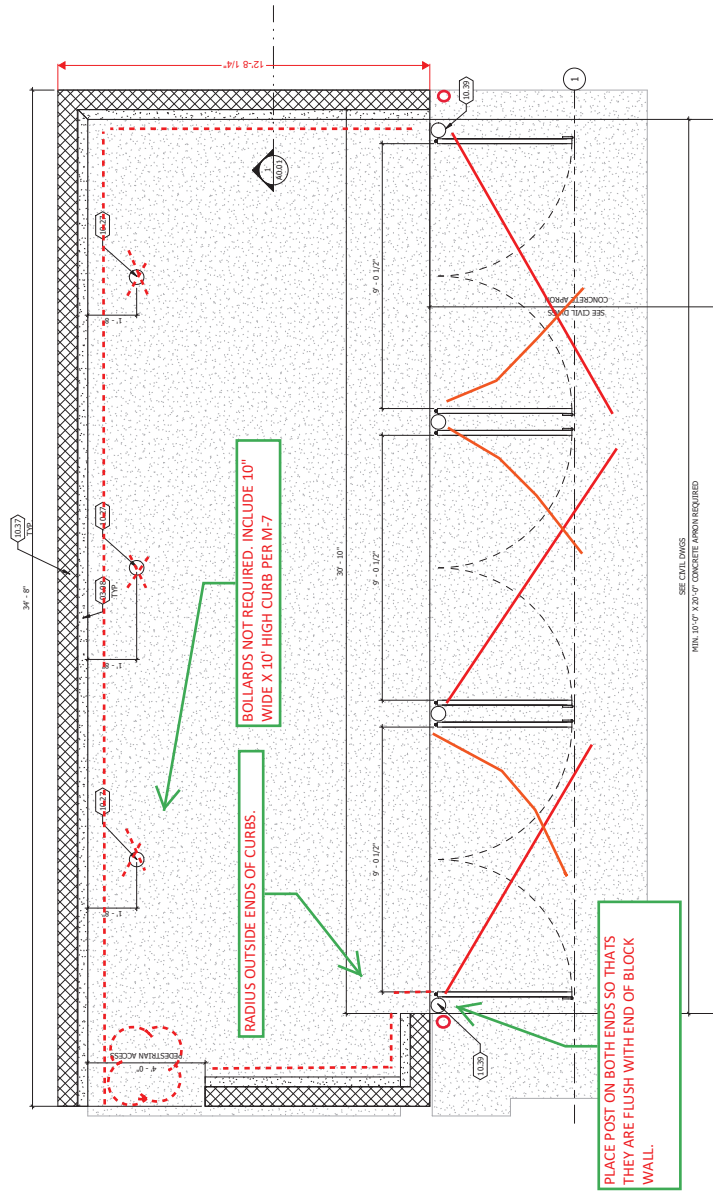
SCALE: 3/8" = 1'-0"

## KEYED NOTES

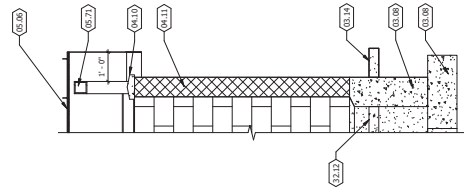
- |       |   |
|-------|---|
| 03.08 | CONCRETE FOOTINGS AND FOUNDATIONS. SEE STRUCTURAL DRAWINGS        |
| 04.01 | WALLS. SEE: CIVIL DWGS  |
| 04.02 | SPILLWAYS. SEE: STRUCTURAL DWGS                                   |
| 04.10 | 8" CUM WALL. RE: CIVIL DWGS                                       |
| 04.11 | MCCI PRE-FINISHED MET. ROOF. 1.34" STANDING SEAM, MIDNIGHT BRONZE |
| 05.01 | STEEL TUBE FRAMING. RE: STRUCTURAL DWGS                           |
| 05.05 | 8" BOLLARD, PAINTED P+G   |
| 10.27 | 8" SKIRT FACE (CMU-1)   |
| 10.37 | POST, PAINTED P+G   |
| 10.39 |   |
| 32.12 | DAMPSTER CONCRETE SLAB. RE: STRUCTURAL DWGS                       |



**3** **GATE LATCH DETAIL**  
SCALE: 1/2" = 1'-0"



2 DUMPSTER ENCLOSURE PLAN  
SCALE: 1/2" = 1'-0"



**1** DUMPSTER WALL SECTION  
SCALE: 1/2" = 1'-0"

**SITE PLAN REVIEW COMMENTS**

SITE PLAN NO: Major Site Plan Review No. 2023-01  
 DESCRIPTION: New Construction 5,950 sq. ft. Convenience Store, Fuel Station / RV Waste Disposal, Alcohol Sales and Drive Through Services (LLA, CUP, AUP, ZMA, GPA)  
 LOCATION: 4.130-acres: NEC Iona and 19<sup>th</sup> Avenues (Vacant Lot)  
 APN(S): 023-310-001  
 APPLICANT: TKC Projects, LLC  
 PROPERTY OWNER: Kevin King

**ENGINEERING – Multi-Family/Commercial/Industrial (2<sup>nd</sup> Submittal)****Recommended action:**

- ☒ Acceptable as submitted. See applicable comments below for permit application.  
☐ Revise per comments below. Resubmittal not required. See applicable comments below for permit application.  
☐ Resubmit with additional information. See comments below.  
☐ Redesign required. See comments below.

**The following items are required to be shown on the Site Plan or provided with the Site Plan:**

- ☐ Show entire property boundary with dimensions.  
☐ Show all adjacent streets including existing and proposed improvements, such as curb, gutter, drive approaches, sidewalk, transit/bus stops, etc.: ☐ Show sidewalk: 5 ft. wide, with 5 ft. wide parkway on Iona Ave.; ☐ Show locations of all drive approaches per City Standards; ☐ \_\_\_\_\_  
☐ Show existing on-site structures and improvements on the site, such as buildings, wells, septic tanks, fences, driveways, etc., and note if they are to remain, removed, relocated or demolished.  
☐ Show existing structures and improvements adjacent to the site.  
☐ Show all proposed on-site improvements including buildings with entry and loading access location, parking lot layout, landscape areas, pedestrian access/pathways, trash/refuse enclosure, mailbox/postal unit, etc. per City Standards and Building Code requirements. Include vehicle/truck path of travel for drive thru aisles, loading areas and trash/refuse enclosure. \_\_\_\_\_  
☐ Show location and proposed size of all City water and sanitary sewer services to serve the project per City Standards. City mains to be used for this project are located here: Water: \_\_\_\_” in \_\_\_\_\_; Sewer: \_\_\_\_” in \_\_\_\_\_.  
☐ Show proposed on-site fire hydrants per Fire Department requirements.  
☐ Show temporary fire and emergency access. ☐ Provide all-weather fire and emergency access road.  
☐ Show proposed disposal of storm runoff: ☐ On-site basin required per City Standards, ☐ Surface drain to street, ☐ Connect to City storm drain system: \_\_\_\_\_  
☐ Caltrans comments required prior to approval of project.  
☐ Written comments required from ditch company.  
☒ Additional comments:  
 1. As discussed, construct 5’ sidewalk adjacent to the curb from the curb return at the NEC of Iona/19<sup>th</sup> intersection to the first drive approach; the remainder will be as shown.

**The following are required with permit application:**

- ☒ Submit on-site grading and improvement plans and off-site improvement plans detailing all proposed work. On-site and off-site improvement plans to be prepared and signed by registered civil engineer. Project architect may prepare and sign on-site improvement plans.  
☒ City encroachment permit required which shall include an approved traffic control plan.  
☒ Caltrans encroachment permit required. (May be required if entering State RW)

## SITE PLAN REVIEW COMMENTS



SITE PLAN NO:  
DESCRIPTION:

Major Site Plan Review No. 2023-01  
New Construction 5,950 sq. ft. Convenience Store,  
Fuel Station / RV Waste Disposal, Alcohol Sales and  
Drive Through Services (LLA, CUP, AUP, ZMA, GPA)  
4.130-acres: NEC Iona and 19<sup>th</sup> Avenues (Vacant Lot)  
023-310-001  
TKC Projects, LLC  
Kevin King

LOCATION:  
APN(S):  
APPLICANT:  
PROPERTY OWNER:

- ☐ Caltrans comments required prior to approval of project.
- ☐ Written comments required from ditch company.
- ☒ All public streets within project limits and across project frontage shall be improved to their full width, subject to available right-of-way, in accordance with City policies, standards and specifications. (Existing pavement along Iona Ave will need to be improved to handle proposed truck loads (T.I.=11.0 or other T.I. level approved by the City Engineer)
- ☒ Dedicate 17 ft. additional right-of-way along Iona Avenue to provide 42' min from CL. Right-of-way dedication required by grant deed. A title report is required for verification of ownership.
- ☒ Install street striping as required by the City Engineer.
- ☒ Install sidewalk: 5 ft. wide, with 5 ft. wide min. parkway on Iona Ave. Install 5 ft. wide adjacent to curb from the curb return at Iona/19<sup>th</sup> to first drive approach.
- ☒ Show locations of all drive approaches and construct to City Standards. Use City Std. C-8A.
- ☒ Install streetlights along Iona Avenue to City Standards ST-10B and ST-11.
- ☒ Install fire hydrants along Iona Avenue per City Standard. Use City Std. W-6.
- ☐ Cluster mailbox supports required (1 for 2 residential units) or use postal unit.
- ☒ Landscape and irrigation improvement plans to be submitted for the entire project. Landscape plans will need to comply with the City of Lemoore's street tree ordinance and the State MWELo requirements.
- ☐ Potable water and fire protection master plan for the entire development shall be submitted for approval prior to approval of any phase of the development. The water system will need to be extended to the boundaries of the development where future connection and extension is anticipated. The water system will need to be sized to serve any future developments that are anticipated to connect to the system.
- ☐ Sanitary Sewer master plan for the entire development shall be submitted for approval prior to approval of any phase of the development. The sewer system will need to be extended to the boundaries of the development where future connection and extension is anticipated. The sewer system will need to be sized to serve any future developments that are anticipated to connect to the system.
- ☒ Show location and proposed size of all City water and sanitary sewer services to serve the project per City Standards. City mains to be used for this project are located here: **Water: 12" in Iona Ave.; Sewer: 8" in 19<sup>th</sup> St.**
- ☒ Grading and drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades.
  - ☒ Prepared by a registered civil engineer or project architect.
  - ☒ All elevations shall be based on the City's benchmark network.Storm run-off from the project shall be handled as follows:
  - ☒ **Iona Ave. storm runoff** shall be directed to the City's existing storm drainage system; (Existing catch basin on Iona Ave.)
  - ☒ **All On-Site storm runoff** shall be directed to a permanent on-site basin per City Standards
  - ☐ Directed to a temporary on-site basin which is required until a connection with adequate capacity is available to the City's storm drainage system. On-site basin shall be constructed in accordance with City Standards.
- ☐ Protect Oak trees during construction.

## SITE PLAN REVIEW COMMENTS



SITE PLAN NO: Major Site Plan Review No. 2023-01  
DESCRIPTION: New Construction 5,950 sq. ft. Convenience Store, Fuel Station / RV Waste Disposal, Alcohol Sales and Drive Through Services (LLA, CUP, AUP, ZMA, GPA)  
LOCATION: 4.130-acres: NEC Iona and 19<sup>th</sup> Avenues (Vacant Lot)  
APN(S): 023-310-001  
APPLICANT: TKC Projects, LLC  
PROPERTY OWNER: Kevin King

- ☒ Show adjacent property grade elevations on improvement plans. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.
- ☒ Relocate existing utility poles and/or facilities. Along Iona Ave to facilitate street improvements
- ☒ Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding.
- ☒ Provide R-value tests; minimum of 1 on Iona and 1 on-site.
- ☒ Traffic indexes per City standards: On-site refuse truck travel=5.5; Iona Ave.=11.0
- ☐ Subject to existing reimbursement agreement to reimburse prior developer.
- ☒ Construct City Std. Refuse Enclosure – M-6 or M-7 (M-7 with grease interceptor if kitchen facility or restaurant is included.)
- ☒ Abandon existing wells per Code; a building permit is required. (If applicable)
- ☒ Remove existing irrigation lines and dispose off-site. (If applicable.)
- ☒ Remove existing leach fields and septic tanks. (If applicable.)
- ☒ Fugitive dust will be controlled in accordance with the applicable rules of San Joaquin Valley Air Pollution Control District's Regulation VIII. Copies of any required permits will be provided to the City of Lemoore.
- ☒ The project it may be subject to the San Joaquin Valley Air Pollution Control District's Rule 9510 Indirect Source Review per the rule's applicability criteria. A copy of the approved AIA application will be provided to the City of Lemoore.
- ☒ If the project meets the one acre of disturbance criteria of the State's Storm Water Program, then coverage under General Permit Order 2009-0009-DWQ is required and a Storm Water Pollution Prevention Plan (SWPPP) is needed. A copy of the approved permit will be provided to the City of Lemoore.

**Additional comments:** A Lot Line Adjustment (LLA) or Parcel Map (PM) is required to create the property line shown on the site plan and must be processed prior to issuance of a building permit.; Construct all street frontage improvements (curb, gutter, sidewalk, drive approaches, accessible ramps, and pavement) as well as any extensions of City mains (sewer, water or storm drain) and services (sewer laterals, water services) to City Standards.; Existing pavement on Iona Ave will need to be improved to handle proposed truck traffic use T.I.=11.0 or other T.I. approved by the City Engineer).

  
\_\_\_\_\_  
Authorized signature

4-14-23  
\_\_\_\_\_  
Date

Jeff Cowart, PE City Engineer  
\_\_\_\_\_  
Printed name

Community Development Department  
Lemoore, California

March 31, 2023  
Project Name: Maverik - Lemoore California  
Project Address: NE corner of 19<sup>th</sup> Ave. and Iona Ave.

This letter is submitted in response to Major Site Plan Review No. 2023-01 for the Maverik in Lemoore California, given March 14, 2023. The comments have been individually addressed as follows:

### City Planner Comments

**Comment:** *Site Plan requires changes that are described in the Department comments, mark-ups, and/or checklists. The Site Plan does not need to be reviewed again by City staff. Make described changes and resubmit for: Planning Commission review of Site Plan, General Plan Amendment, Zone Change, AUP, and CUP.*

**Response:** See Site Plan and Landscape Plan for changes made according to the Department comments, mark-ups, and checklists.

**Comment:** *Entitlements Required:*

- *Major Site Plan Review*
- *Conditional Use Permit*
- *Lot Line Adjustment*
- *Zone Change,*
- *General Plan Amendment*
- *Administrative Use Permit*

**Response:** All the above applications have been submitted except for the Lot Line Adjustment. The Lot Line Adjustment application will be submitted immediately after Right of Way dedication is approved.

**Comment:** *CEQA document required (This is a preliminary determination that will be finalized when the project application is fully submitted and deemed complete.):*

- *Negative Declaration or Mitigated Negative Declaration.*

**Response:** Mitigated Negative Declaration is being done by Quad Knopf and is being coordinated through the City of Lemoore.

**Comment:** *Environmental Technical Documents required to back up CEQA document (This is a preliminary determination that will be finalized when the project application is fully submitted and deemed complete.):*

- *Air impact analysis,*
- *Biological report,*
- *Cultural records search,*
- *Traffic impact assessment.*

**Response:** Environmental Technical Documents are being prepared by Quad Knopf.

**Comment:** *General requirements from zoning ordinance that apply to the project:*

- *Meet all noise, odor, and vibration performance standards described in Zoning Ordinance Section 9-5B-2.*
- *Make all required property and utility improvements described in Zoning Ordinance Section 9-5B-3.*
- *Meet all outdoor lighting standards described in Zoning Ordinance Section 9-5B-4.*
- *Meet all applicable fence and wall standards described in Zoning Ordinance 9-5B-5.*
- *Meet all MWELo requirements for landscape and irrigation plans.*
- *Street trees shall be selected from the approved Street Tree list in Table 9-5D-5-A1.*
- *Landscape and irrigation plans required at building permit submittal. Landscape plans will be checked for compliance with MWELo, including but not limited to the following conditions:*
  - *Plan shall include square footages of landscaped area shown, water use calculations, and the material to be utilized.*
  - *Water use classifications shall be based on WUCOLS IV.*
  - *All required landscape areas shall be included in the Plan.*
  - *Landscaping shall meet all other applicable requirements of Title 9, Article D1 of the Zoning Ordinance.*

**Response:** Noted, the submitted site plan conforms to the zoning ordinances above.

**Comment:** *A 15-foot landscape buffer is required along arterial and collector streets in addition to minimum building setback. This would apply to the West and South sides of the site adjacent to 19<sup>th</sup> Avenue and Iona Avenue. These 2 standards are not cumulative and may overlap. The proposed landscaped area is less than 15 feet in some areas and much more than 15 feet in others. City staff can accept the proposed layout, as it more than meets a proposed average of 15 feet.*

**Response:** Noted.

**Comment:** *9-5C-4-A1. If a separation is provided between the public street and building (e.g., for parking or a drive aisle), the area shall include significant pedestrian features to create a strong connection between the public sidewalk and primary building entry, such as:*

- A. *Landscaped plaza;*
- B. *Bicycle parking area;*
- C. *Landscaped promenade;*
- D. *Continuous trellis feature;*
- E. *Other amenities.*

*To meet this requirement, provide enhanced landscaping and/or special paving in the red circled areas on the attached landscape plan.*

**Response:** The landscape plan now shows areas of enhanced landscaping in the areas noted above.

**Comment:** Replace one parking space with 1 tree planter in the center of Southernmost set of parking spaces along Iona Avenue. Replace one parking space with 1 tree planter in the center of the Northernmost set of parking spaces. Landscape the tree planter with one tree and ground cover.

**Response:** The Site Plan now shows the landscape islands referenced above. Refer to the Landscape Plan for tree and ground cover details.

**Comment:** Adjacent to side or rear property lines: Parking areas for nonresidential uses shall provide a perimeter landscape strip at least eight feet (8') wide (inside dimension) where the parking area adjoins a side or rear property line. Widen planter along Eastern edge of site to full 8'. 9-5D1-2.

**Response:** The perimeter landscape strip on the East side of the property has been widened to 8.0', see Site Plan and Landscape Plan.

**Comment:** Trees in buffer areas shall be provided at the rate of one for each twenty-five (25) linear feet of landscaped area. In lieu of trees along the east property line where large trucks will be driving, the developer may provide 5 gal. plant material that will create a 'hedge'. Plant material should be a species that will eventually grow to around 5' in height. 9-5D1-2.

**Response:** The Landscape Plan now calls out a hedge along the eastern border of the site.

**Comment:** SW corner marked #9 on the Landscape Plan shall be planted in accordance with code regulations. Suggested planting of three large shade trees from the City Planting List. Ground cover can be bark mulch, gravel mulch, ground cover plants or small shrubs.

**Response:** Three large shade trees from the City Planting List along with ground cover has been added to the landscaping in the southwest corner of the site.

**Comment:** We illustrated the above comments on the landscape plan but would like you to make the changes on the site plan and landscape plan so we can show them at the Planning Commission meeting. Please resubmit by March 31 at the very latest.

**Response:** The aforementioned comments will be shown on the Landscape Plan and Site Plan.

### City Engineer Comments

**Comment:** Show all adjacent streets including existing and proposed improvements, such as curb, gutter, drive approaches, sidewalk, transit/bus stops etc.:

Show sidewalk: 5 ft. wide, with 5 ft. wide parkway on Iona Ave.

**Response:** Site Plan shows proposed sidewalk and parkway along Iona Ave. as well as existing improvements along 19<sup>th</sup> Ave and Iona Ave.

**Comment:** Submit on-site grading and improvement plans and off-site improvement plans detailing all proposed work. On-site and off-site improvement plans to be prepared and signed by registered Civil Engineer. Project architect may prepare and sign on-site improvement plans.

**Response:** On-site grading and improvement plans as well as offsite improvement plans will be prepared and signed by Civil Engineer for civil permits.

**Comment:** City encroachment permit required which shall include an approved traffic control plan.

**Response:** Lemoore City encroachment permit with an approved traffic control plan will be obtained prior to any work in Lemoore City Right-of-way.

**Comment:** Caltrans encroachment permit required. (May be required if entering State RW)

**Response:** Per Caltrans Right-of-Way map, no encroachment permit is required for the proposed improvements.

**Comment:** All public streets within project limits and across project frontage shall be improved to their full width, subject to available right-of-way, in accordance with City policies, standards and specifications. (Existing pavement along Iona Ave will need to be improved to handle proposed truck loads (T.I.=11.0 or other T.I. level approved by the City Engineer)

**Response:** Iona Ave. will be improved along the Maverik project frontage per Lemoore City requirements. Iona Ave. asphalt paving will be designed with T.I. = 11.0.

**Comment:** Dedicate 17 ft. additional right-of-way along Iona Avenue to provide 42' min from CL. Right-of-way dedication required by grant deed. A title report is required for verification of ownership.

**Response:** A Right-of-Way dedication by Irrevocable Grant Deed is being prepared by the surveyor and is anticipated to be submitted to the City of Lemoore next week.

**Comment:** Install street striping as required by the City Engineer.

**Response:** Per coordination with the Lemoore City Engineer, Iona will be striped per CA MUTCD standards for two (2) – 12' lanes and one (1) – 6' bike lane.

This is the ultimate layout. City will work with Maverik to determine interim striping.

**Comment:** Install sidewalk: 5 ft. wide, with 5 ft. wide min. parkway on Iona Ave.

**Response:** A 5' wide sidewalk and a 5' wide parkway are now shown along Iona Ave. See the Site Plan for location and dimensions.

Install 5' sidewalk adjacent to curb from NEC Iona/19th to first drive approach.

**Comment:** Show locations of all drive approaches and construct to City Standards. Use City Std. C-8A.

**Response:** Per coordination with the City, drive approaches are now shown per detail C-8A with a detached sidewalk. A small portion of the sidewalk to the west of the driveway that is closest to the intersection of Iona Ave. and 19<sup>th</sup> Ave. will be attached to the curb in order to avoid a utility conflict.

**Comment:** Install streetlights along Iona Avenue to City Standards ST-10B and ST-11.

**Response:** A new streetlight is now shown on the Site Plan approximately 260' from the existing streetlight located at the Northeast corner of Iona Ave. and 19<sup>th</sup> Ave. Refer to the Site Plan for Lemoore City detail references (keynote 50).

**Comment:** Install fire hydrants along Iona Avenue per City Standard. Use City Std. W-6.

**Response:** Fire Hydrants are now shown along Iona Ave. on the Site Plan, keynote 51 references Lemoore City Standard W-6.

**Comment:** Landscape and irrigation improvement plans to be submitted for the entire project. Landscape plans will need to comply with the City of Lemoore's street tree ordinance and the State MWELO requirements.

**Response:** A landscape and irrigation plan shall be provided with civil plan submittal. The landscape plan shall comply with the City's street tree ordinance and the MWELO requirements.

**Comment:** Show location and proposed size of all City water and sanitary sewer services to serve the project per City Standards. City mains to be used for this project are located here: Water: 12" in Iona Ave.; Sewer: 8" in 19th St.

**Response:** A full set of civil drawings will be submitted for approval for onsite and offsite permits. Drawings will show connections to Lemoore City utilities referenced above. Coordination is ongoing with the city to determine the invert elevation of the 8" sewer lateral located near the intersection of Iona and 19<sup>th</sup> Ave.

**Comment:** Grading and drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades.

- Prepared by a registered civil engineer or project architect.
- All elevations shall be based on the City's benchmark network.
- Storm run-off from the project shall be handled as follows:
- Iona Ave. storm runoff shall be directed to the City's existing storm drainage system; (Existing catch basin on Iona Ave.)
- All On-Site storm runoff shall be directed to a permanent on-site basin per City Standards

**Response:** A Grading and Drainage Plan prepared by a licensed Engineer will be submitted with onsite civil drawings. Onsite stormwater will be fully retained partially onsite and partially on the neighboring parcel. An easement will accompany the offsite retention basin allowing Maverik to store and convey stormwater. A conversion will be provided on the civil plans that bases the surveyed elevations on the City's benchmark network. A discrepancy in the City's benchmark list has been brought to the City's attention.

**Comment:** Show adjacent property grade elevations on improvement plans. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.

**Response:** Existing grade elevations will be shown on Improvement Plans. A retaining wall is not anticipated. A grading plan will portray how onsite grading ties into the adjacent properties.

**Comment:** Relocate existing utility poles and/or facilities. Along Iona Ave to facilitate street improvements

**Response:** All existing utility poles, facilities, signage, etc. will be replaced or relocated and depicted on civil plans.

**Comment:** Provide R-value tests; minimum of 1 on Iona and 2 on-site.

**Response:** R-value test location and results have been sent to Lemoore City for to determine if more testing is required.

**Comment:** Traffic indexes per City standards: On-site refuse truck travel=5.5; Iona Ave.=11.0

**Response:** Onsite pavement design for Heavy Duty uses T.I. = 9, Standard Duty uses T.I. = 5.5.

**Comment:** Construct City Std. Refuse Enclosure – M-6 or M-7 (M-7 with grease interceptor if kitchen facility or restaurant is included.)

**Response:** Per coordination with Lemoore City, the standard Maverik dumpster enclosure will be constructed with the Maverik. A sewer line for the QSR will be stubbed at the time the Maverik is constructed to a future dumpster enclosure (per detail M-7). The Maverik convenience store does not cook with grease nor store any grease onsite. Therefore, a grease line to the dumpster enclosure is not necessary until the QSR is constructed.

**Comment:** Abandon existing wells per Code; a building permit is required. (If applicable)

**Response:** No known wells within project limits.

**Comment:** Remove existing irrigation lines and dispose of off-site. (If applicable.)

**Response:** No known Irrigation lines within project limits.

**Comment:** Remove existing leach fields and septic tanks. (If applicable.)

**Response:** No known leach fields or septic tanks within project limits.

**Comment:** Fugitive dust will be controlled in accordance with the applicable rules of San Joaquin Valley Air Pollution Control District's Regulation VIII. Copies of any required permits will be provided to the City of Lemoore.

**Response:** A copy of the fugitive dust control permit along with any others required by San Joaquin Valley Air Pollution Control District will be provided to Lemoore City prior to permit issuance.

**Comment:** The project it may be subject to the San Joaquin Valley Air Pollution Control District's Rule 9510 Indirect Source Review per the rule's applicability criteria. A copy of the approved AIA application will be provided to the City of Lemoore.

**Response:** A copy of the approved AIA application will be provided to the City of Lemoore prior to permit issuance.

**Comment:** If the project meets the one acre of disturbance criteria of the State's Storm Water Program, then coverage under General Permit Order 2009-0009-DWQ is required and a Storm Water Pollution Prevention Plan (SWPPP) is needed. A copy of the approved permit will be provided to the City of Lemoore.

**Response:** A SWPPP will be prepared with the project and a copy of approved permit will be provided to Lemoore City prior to permit issuance.

**Comment:** A Lot Line Adjustment (LLA) or Parcel Map (PM) is required to create the property line shown on the site plan and must be processed prior to issuance of a building permit.; Construct all street frontage improvements (curb, gutter, sidewalk, drive approaches, accessible ramps, and pavement) as well as any extensions of City mains (sewer, water or storm drain) and services (sewer laterals, water services) to City Standards.; Existing pavement on Iona Ave will need to be improved to handle proposed truck traffic use T.I.=11.0 or other T.I. approved by the City Engineer).

**Response:** A Lot Line Adjustment application will be submitted immediately after Right of Way dedication along Iona Ave. is approved. The ROW dedication is anticipated to be submitted early next week. Street improvements will be constructed along the Maverik frontage for the full width of Iona. Pavement design will utilize T.I. = 11. Sewer, Water and Storm Drain will be extended to the eastern edge of the Maverik property line.

## Fire Department Comments

**Comment:** *There are 2 fire hydrants required for this project. One hydrant shall be installed every 300ft. (see marked plans for fire hydrant locations).*

**Response:** Two Fire Hydrants are now shown along Iona Ave. refer to the Site Plan and keynote 51 that references Lemoore City Standard W-6.

**Comment:** *An access road is required and shall be a minimum of 20 feet wide. The road shall be an all-weather driving surface accessible prior to and during construction.*

**Response:** A 20' minimum all weather driving surface access road will be provided.

## California Department of Transportation Comments

**Comment:** *According to the Kings County Association of Governments' (KCAG) Regional Active Transportation Plan, Iona Avenue and 19th Avenue are proposed to as future bikeways (Page 128, Figure 6.5.1) which will allow the project to be connected to the residential communities north of the project site. These provide opportunities for the project proponents to implement multimodal strategies, such as active transportation facilities as well as transit-oriented development to help reduce project related trips. It is recommended that the project proponents coordinate multimodal facilities with the City to connect to the future city-wide network.*

**Response:** Iona Ave. roadway improvements along the Maverik frontage now show a 6' bike lane that will connect to the future Lemoore City-wide network. Additionally, a bike rack will be constructed onsite to promote multi-modal strategies and reduce project-related automobile trips.

**Comment:** *Caltrans recommends the City consider creating a VMT Mitigation Impact Fee to help reduce potential impacts on the State Highway System.*

**Response:** AWA will Coordinate with the City on any impact fees.

**Comment:** *Alternative transportation policies should be applied to the development. An assessment of multimodal facilities should be conducted to develop an integrated multimodal transportation system to serve and help alleviate traffic congestion resulting from the project and related development in the area of the City. The assessment should include the following:*

- a. *Pedestrian walkways should not only be limited to the project's internal connectivity but be connected to existing walkways and transit facilities outside the project area.*
- b. *The project should consider coordinating connections to local and regional bicycle pathways to encourage the use of bicycles for commuter and recreational purposes.*
- c. *If transit is not available within 1/4-mile of the project area, transit should be extended to provide services to high activity centers of the project.*

**Response:**

- a. On-site pedestrian walkways are connected to offsite sidewalk.
- b. Bike Lane striping is now shown on the Site Plan.
- c. Maverik will coordinate with Lemoore City on transit availability and access.

**Comment:** *As part of the statewide effort to reduce greenhouse gas emissions, Caltrans recommends the project proponents consider the installation of public Level 2 Electric Vehicle (EV) and DC Fast charging EV charging stations.*

**Response:** AWA will coordinate with the City on any EV requirements, and conform to California Green Code requirements.

## **Santa Rosa Rancheria Tachi-Yokut Tribe Comments**

**Comment:** *SLF search and to have the results sent to us*

**Response:** A letter to California Native American Heritage Commission has been sent by Quad Knopf. The letter asked California Native American Heritage Commission to search their Sacred Land file and send results to Quad Knopf. At the time of this letter, no response from the Tribe has been received.

**Comment:** *Archaeological record search and to have results sent to us*

**Response:** This has been done as part of the CEQA process with no discoveries for this site. Quad Knopf will send results when the CEQA document is circulated publicly.

**Comment:** *A tribal monitor on site for all ground disturbance related to the project to be retained for a Cultural Presentation for all construction staff*

**Response:** Coordination with the tribe is ongoing to provide a tribal monitor.

**Comment:** *A Burial Treatment Plan to be put in place*

**Response:** Ongoing coordination with the tribe is underway. A burial treatment plan will be put in place prior to any grading taking place.

**Comment:** *A Curation Agreement to be put in place*

**Response:** A curation agreement will be in place prior to any grading.

**Comment:** *archaeological survey be completed and to have the results sent to us.*

**Response:** Per coordination with Quad Knopf, an archeological survey has been added to the CEQA scope of work and will be performed before the CEQA document is ready to be released publicly.

## **Site Plan Comments (C1.0-C1.2)**

**Comment:** *A LLA is required to create the proposed property line shown; process LLA as part of this development*

**Response:** The Lot Line Adjustment application will be submitted immediately after Right of Way dedication is approved. ROW documents are anticipated to be submitted early next week.

**Comment:** *Provide reciprocal storm drain easement if Maverik will be using this basin also (Proposed retention basin in remainder parcel).*

**Response:** An easement will accompany the offsite retention basin allowing Maverik to store and convey stormwater.

**Comment:** *On-site retention of storm water required per City standards*

**Response:** The project retention basins will be constructed per City standards.

**Comment:** *Construct trash enclosure per City Standard M-6 or M-7 (M-7 with grease interceptor if kitchen facilities are included in project)*

**Response:** Per coordination with Lemoore City, the standard Maverik dumpster enclosure will be constructed with the Maverik. A sewer line for the QSR will be stubbed at the time the Maverik is constructed to a future dumpster enclosure (per detail M-7). The Maverik convenience store does not cook with grease nor store any grease onsite. Therefore, a grease line to the dumpster enclosure is not necessary until the QSR is constructed.

**Comment:** *Connect Water to 12" W line on Iona Ave.*

**Response:** A full set of Civil drawings will be submitted for approval for onsite and offsite permits. Drawings will show connections to Lemoore City utilities referenced above.

**Comment:** *Connect to 8" SS on 19<sup>th</sup> Ave.*

**Response:** The onsite sewer system will connect to the 8" sewer lateral in 19<sup>th</sup> Ave. Coordination with the City is ongoing to determine the invert elevation of our connection point.

**Comment:** *Provide 5' sidewalk with 5' parkway pattern.*

**Response:** A 5' wide sidewalk and a 5' wide parkway are now shown along Iona Ave. See the Site Plan for location and dimensions.

**Comment:** *Complete all frontage improvements per City Stds (curb, gutter, sidewalk, pavement).*

**Response:** Frontage improvements are shown on the Site Plan with detail references to the City standards for curb, gutter, and sidewalk. Pavement will be designed with a T.I. of 11.

**Comment:** *Maintain street runoff in City SD system; not on-site basin*

**Response:** Street runoff will be captured by the existing drop inlet on Iona Ave close to the intersection of 19<sup>th</sup> Ave. No offsite stormwater will be stored in the on-site basin.

**Comment:** *Install streetlights along Iona Ave per City Stds ST-10B & ST-11 at 260'-300' spacing*

**Response:** A streetlight is now shown on the Site Plan approximately 260' from the existing streetlight at the Northeast corner of Iona Ave. and 19<sup>th</sup> Ave. Refer to Site Plan for Lemoore City detail reference (keynote 50).

**Comment:** *Install fire hydrants along Iona Ave frontage ROW per City Std W-6*

**Response:** Fire Hydrants are now shown along Iona Ave. on the Site Plan. Keynote 51 references Lemoore City Standard W-6.

**Comment:** *42' roadway dedication required*

**Response:** A Right-of-Way dedication by Irrevocable Grant Deed is being prepared by the surveyor and is anticipated to be submitted to the City of Lemoore next week.

**Comment:** *Pavement on Iona Ave will need to be improved.*

**Response:** Iona Ave. will be improved along project frontage per Lemoore City requirements. Iona Ave. asphalt paving will be designed with a T.I. = 11.0.

**Comment:** *Correct scale at top of sheet*

**Response:** Corrected.

**Comment:** *Modify all three drive approaches per City Std no. C-8A.*

**Response:** Per coordination with Lemoore City, drive approaches are now shown per detail C-8A with a detached sidewalk.

### **Landscape Plan Comments (L1.1)**

**Comment:** *Replace one parking space with 1 tree planter in the center of Southernmost set of parking spaces along Iona Avenue.*

**Response:** One parking stall was eliminated and 1 tree planter added with understory shrubs.

**Comment:** *Replace one parking space with 1 tree planter in the center of the Northernmost set of parking spaces.*

**Response:** One parking stall was eliminated and 1 tree planter added with understory shrubs.

**Comment:** *Enhance landscape planting and/or provide special paving in red circled areas (planters on S end of building and ends of South Planter.*

**Response:** Enhanced landscape plantings were added where indicated on city redline plan. Enhanced landscape plantings consist of a tree with thick understory shrubbery.

**Comment:** *Add trees to South West corner or property.*

**Response:** Three shade trees were added at the southwest corner of the site. Shade trees were selected from the City's street tree list.

**Comment:** *Add trees to North East Property line.*

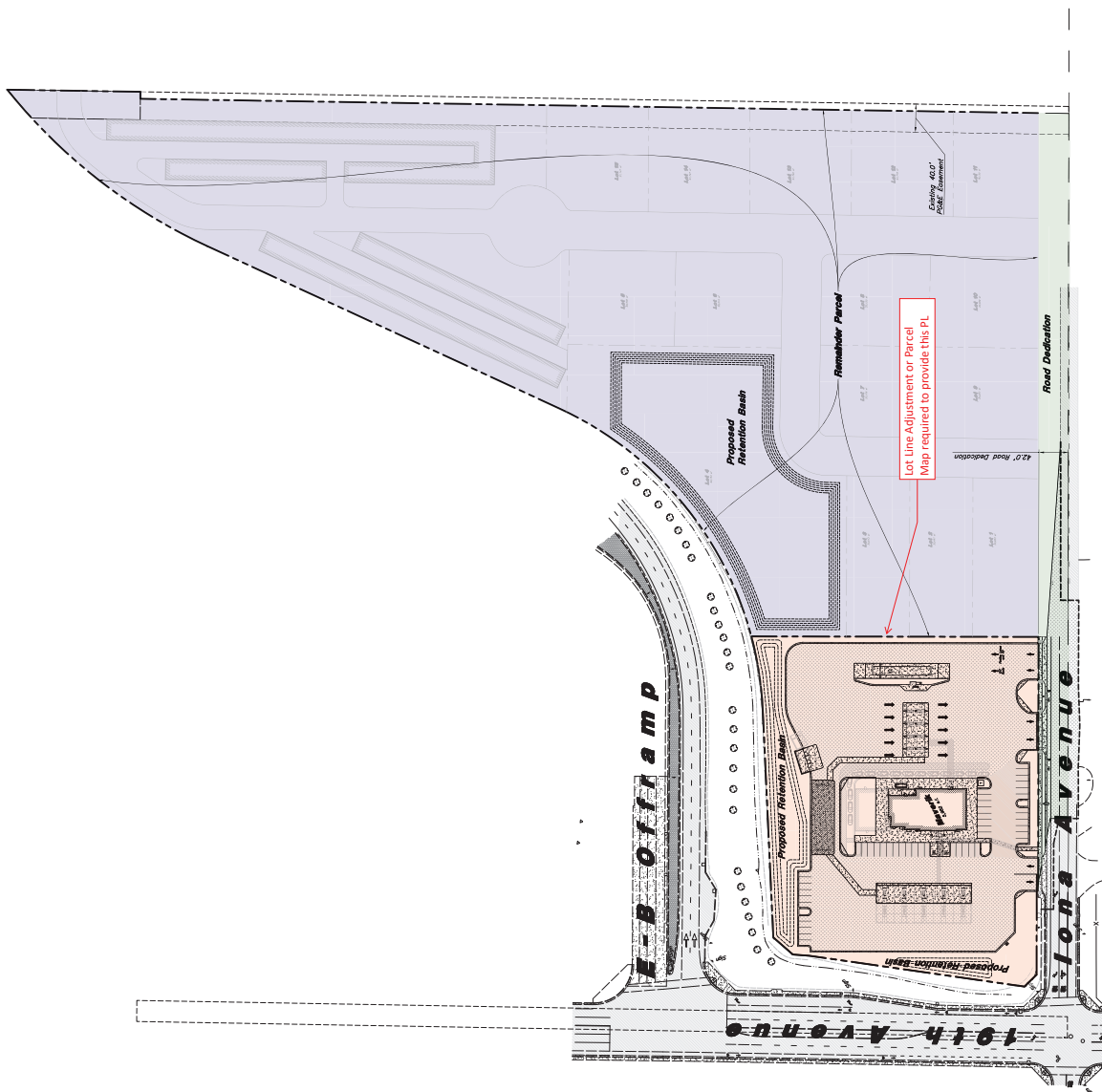
**Response:** Five trees were added at the northeast property line in the buffer at a spacing of 25'. The remainder of the buffer shall consist of a shrub hedge that will get a minimum of 5' high at maturity.

**Comment:** *8' minimum spacing between curb and fence on East side of property.*

**Response:** Shrub planter was widened to 8' between the curb and property line on the east side in the buffer.

**Comment:** *Hedge is okay instead of trees on East property line.*

**Response:** A hedge was added where indicated on plan in the buffer. Plant material shall grow to a minimum height of 5' at maturity and be 5 gallon in size at planting.



**Site Data**  
**Masterik Parcel Site Area = 182,882 s.f. (4.20 ac.)**  
**Remainder Parcel Site Area = 651,907 s.f. (14.96 ac.)**  
**Future Dedication Area = 453,279 s.f. (1.04 ac.)**

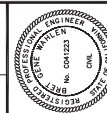
<i><b>Maverik Area</b></i>	<i><b>Remainder Parcel Area</b></i>	<i><b>Road Dedication Area</b></i>
		



AWA Engineering  
2010 North Redwood Road, Salt Lake City, Utah 84116  
(801) 521-8529 - [AWAengineering.net](mailto:AWAengineering.net)



**Overall Site Plan**



31 March, 2023  
SHEET NO. C1.0

City Engineer Review  
See written comments also  
JSC  
4/14/23





# INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

## MAVERIK GAS STATION AND INDUSTRIAL PARK PROJECT

### Prepared for:

City of Lemoore  
711 W. Cinnamon Drive  
Lemoore, CA 93245  
Contact Person: Nathan Olson, City Manager  
Phone: (559) 924-6744



### Consultant:



5080 California Avenue, Suite 220  
Bakersfield, CA 93309  
Contact: Jaymie Brauer  
Phone: (661) 616-2600

April 2023

## **NOTICE OF PUBLIC HEARING AND INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION**

This is to advise that the City of Lemoore has prepared a Mitigated Negative Declaration for the project identified below that is scheduled to be considered at the Lemoore City Council's regular meeting on **Tuesday, May 16, 2023**.

PLEASE BE ADVISED that the City Council will consider adopting the Mitigated Negative Declaration at a future meeting held after the Planning Commission meeting. That date is uncertain at this time and will be noticed in the future.

All upcoming regular and special Planning Commission and City Council meetings will also be accessible online at [www.youtube.com/c/cityoflemoore](http://www.youtube.com/c/cityoflemoore).

Persons having comments or concerns about the proposed project are encouraged to attend or submit public comments by e-mail to: [planning@lemoore.com](mailto:planning@lemoore.com). Emailed comments must be received by 4:30 p.m. on the day of the hearing to be entered into the record. In the subject line of the e-mail, please state your name and the item you are commenting on. Persons unable to email comments may send them via USPS mail or another courier to the City of Lemoore, Attn: City Clerk, 711 W. Cinnamon Drive, Lemoore CA 93245. Mailed comments must be received by 4:30 p.m. on the day of the hearing to be entered into the record.

### ***Project Name***

Maverik Gas Station and Industrial Park Project

### ***Project Location***

The project site is a 20.5-acre property located on the northeast corner of South 19th Avenue and West Iona Avenue in the City of Lemoore, Kings County, CA. The project site is on Assessor's Parcel Numbers (APN) 023-310-012-000 and 023-210-011-000 within Section 10, Township 19S, Range 20E, Mount Diablo Base and Meridian (MDB&M).

### ***Project Description***

The project requests a Zone Change/General Plan Amendment from Mixed Use to Regional Commercial for an approximately 4.13-acre portion of the site and approval of a Conditional Use Permit to allow for the construction and development of a gas station/mini-mart. The project would include an 8,952-square-foot building with fuel canopies for gas and diesel pumps. In the future, a fast-food restaurant with a drive-through lane would be developed. Development of the gas station/mini-mart is anticipated to occur over a six-month period.

The remaining easterly portion of the site would change from Mixed Use to Light Industrial to allow for the development of an industrial park to accommodate future compatible uses. The site would be divided into 23 separate lots with the approval of a subdivision map. The size of the buildings is not known, but based on the proposed lot sizes, it can be assumed up

to 100,000 square feet of buildings can be developed. Additional improvements include the development of a retention basin on the north end of the property.

As mandated by the California Environmental Quality Act (CEQA), the public review period for this document was 20 days (CEQA Section 15073[a]). The public review period began on April 7, 2023, and ended on May 8, 2023. For further information, please contact Jaymie Brauer at 661-616-2600 or [jaymie.brauer@qkinc.com](mailto:jaymie.brauer@qkinc.com).

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## **MITIGATED NEGATIVE DECLARATION**

As Lead Agency under the California Environmental Quality Act (CEQA), the City of Lemoore reviewed the project described below to determine whether it could have a significant effect on the environment because of its development. In accordance with CEQA Guidelines Section 15382, “[s]ignificant effect on the environment” means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

### ***Project Name***

Maverik Gas Station and Industrial Park Project

### ***Project Location***

The project site is a 20.5-acre property located on the northeast corner of South 19th Avenue and West Iona Avenue in the City of Lemoore, Kings County, CA. The project site is on Assessor’s Parcel Numbers (APN) 023-310-012-000 and 023-210-011-000 within Section 10, Township 19S, Range 20E, Mount Diablo Base and Meridian (MDB&M).

### ***Project Description***

The project requests a Zone Change/General Plan Amendment from Mixed Use to Regional Commercial for an approximately 4.13-acre portion of the site and approval of a Conditional Use Permit to allow for the construction and development of a gas station/mini-mart. The project would include an 8,952-square-foot building with fuel canopies for gas and diesel pumps. In the future, a fast-food restaurant with a drive-through lane would be developed.

The remaining easterly portion of the site would change from Mixed Use to Light Industrial to allow for the development of an industrial park to accommodate future compatible uses. The site would be divided into 23 separate lots with the approval of a subdivision map. The size of the buildings is not known, but based on the proposed lot sizes, it can be assumed up to 100,000 square feet of buildings can be developed. Additional improvements include the development of a retention basin on the north end of the property.

Development of the gas station/mini-mart is anticipated to occur over a six-month period. Construction equipment will vary and includes the following:

- Excavators/earth-moving equipment.
- Depending on the foundation system, auger rig or pile-driving rig.
- All-terrain forklifts.
- A man/material hoist.
- Truck cranes.
- Concrete trucks.
- Dump trucks.

- Street sweepers/water trucks for dust control.
- Construction delivery trucks (typically box trucks of flat beds).
- Small tools (generators, light plants, compactors, air compressors).

### **Entitlements**

In order for the project to be constructed, approval of the following actions is required:

- Zone Change and General Plan Amendment – Mixed Use to Regional Commercial and Light Industrial.
- Conditional Use Permit.
- Subdivision Map.
- Major Site Plan Review.

The project also proposes to rezone and subdivide the eastern portion of the site; however, no development is planned for these parcels at this time. The project analyzed in the IS/MND accounts for general industrial uses as allowed in the Lemoore Zoning Code; however, the future proposed development on these parcels may require additional environmental review.

### **Mailing Address and Phone Number of Contact Person**

Nathan Olson, City Manager  
Phone: (559) 924-6744  
711 W. Cinnamon Drive  
Lemoore, CA

### **Findings**

As Lead Agency, the City finds that the project will not have a significant effect on the environment. The Initial Study (IS) (see *Section 3 - Environmental Checklist*) identified one or more potentially significant effects on the environment, but revisions to the project have been made before the release of this Mitigated Negative Declaration (MND) or mitigation measures would be implemented that reduce all potentially significant impacts to less-than-significant levels. The City further finds that there is no substantial evidence that this project would have a significant effect on the environment.

### **Mitigation Measures Included in the Project to Avoid Potentially Significant Effects**

#### **MITIGATION MEASURE(S)**

**MM BIO-1:** Prior to ground-disturbing activities, a qualified wildlife biologist shall conduct a biological clearance survey between 14 and 30 days prior to the onset of construction.

The clearance survey shall include walking transects to identify the presence of San Joaquin kit fox, burrowing owl, nesting birds, and other special-status species. The preconstruction survey shall be walked by no greater than 30-foot transects for 100 percent coverage of the project and a 50-foot buffer, where feasible. If no evidence of special-status species is detected, no further action is required except measures BIO-4 through BIO-6 shall be implemented.

**MM BIO-2:** The following avoidance and minimization measures shall be implemented during all phases of the project to reduce the potential for impact from the project. They are modified from the *U.S. Fish and Wildlife Service Standardized Recommendations for Protection of the Endangered SJKF Prior to or During Ground Disturbance* (USFWS 2011, Appendix F).

- a. All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in securely closed containers. All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in securely closed containers and removed at least once a week from the construction or project site.
- b. Construction-related vehicle traffic shall be restricted to established roads and predetermined ingress and egress corridors, staging, and parking areas. Vehicle speeds shall not exceed 20 miles per hour (mph) within the project site.
- c. To prevent inadvertent entrapment of kit fox or other animals during construction, the contractor shall cover all excavated, steep-walled holes or trenches more than two feet deep at the close of each workday with plywood or similar materials. If holes or trenches cannot be covered, one or more escape ramps constructed of earthen fill or wooden planks shall be installed in the trench. Before such holes or trenches are filled, the contractor shall thoroughly inspect them for entrapped animals. All construction-related pipes, culverts, or similar structures with a diameter of four inches or greater that are stored on the project site shall be thoroughly inspected for wildlife before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If at any time an entrapped or injured kit fox is discovered, work in the immediate area shall be temporarily halted and USFWS and CDFW shall be consulted.
- d. Kit foxes are attracted to den-like structures such as pipes and may enter stored pipes and become trapped or injured. All construction pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the USFWS and CDFW have been consulted. If necessary, and under the direct supervision of the biologist, the pipe may be moved only once to remove it from the path of construction activity, until the fox has escaped.
- e. No pets, such as dogs or cats, shall be permitted on the project sites to prevent harassment, mortality of kit foxes, or destruction of dens.

- f. Use of anti-coagulant rodenticides and herbicides in project sites shall be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds shall observe labels and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and federal legislation, as well as additional project-related restrictions deemed necessary by the USFWS and CDFW. If rodent control must be conducted, zinc phosphide shall be used because of the proven lower risk to kit foxes.
- g. A representative shall be appointed by the project proponent who will be the contact source for any employee or contractor who might inadvertently kill or injure a kit fox or who finds a dead, injured, or entrapped kit fox. The representative shall be identified during the employee education program and their name and telephone number shall be provided to the USFWS.
- h. The Sacramento Fish and Wildlife Office of USFWS and CDFW shall be notified in writing within three working days of the accidental death or injury to a SJKF during project-related activities. Notification must include the date, time, and location of the incident or of the finding of a dead or injured animal and any other pertinent information. The USFWS contact is the Chief of the Division of Endangered Species, at the addresses and telephone numbers below. The CDFW contact can be reached at (559) 243-4014 and R4CESA@wildlifeca.gov.
- i. All sightings of the SJKF shall be reported to the California Natural Diversity Database (CNDDDB). A copy of the reporting form and a topographic map clearly marked with the location of where the kit fox was observed shall also be provided to the Service at the address below.
- j. Any project-related information required by the USFWS or questions concerning the above conditions, or their implementation may be directed in writing to the U.S. Fish and Wildlife Service at: Endangered Species Division, 2800 Cottage Way, Suite W 2605, Sacramento, California 95825-1846, phone: (916) 414-6620 or (916) 414-6600.
- k. New sightings of SJKF should be reported to the CNDDDB.

**MM BIO-3:** Within 14 days prior to the start of project ground-disturbing activities, a pre-activity survey with a 500-foot buffer shall be conducted by a qualified biologist knowledgeable in the identification of these species and approved by the CDFW. If dens/burrows that could support any of these species are discovered during the pre-activity survey conducted under MM BIO-1, the avoidance buffers outlined below should be established. No work would occur within these buffers unless the biologist approves and monitors the activity.

**San Joaquin Kit Fox:**

- Potential or Atypical den – 50 feet
- Known den – 100 feet
- Natal or pupping den – 500 feet, unless otherwise specified by CDFW

**MM BIO-4:** If construction is planned outside the nesting period for raptors (other than burrowing owl) and migratory birds (February 15 to August 31), no mitigation shall be required. If construction is planned during the nesting season for migratory birds and raptors, a preconstruction survey to identify active bird nests shall be conducted by a qualified biologist to evaluate the site and a 250-foot buffer for migratory birds and a 500-foot buffer for raptors. If nesting birds are identified during the survey, active raptor nests shall be avoided by 500 feet and all other migratory bird nests shall be avoided by 250 feet. Avoidance buffers may be reduced if a qualified onsite monitor determines that encroachment into the buffer area is not affecting nest building, the rearing of young, or otherwise affecting the breeding behaviors of the resident birds. Because nesting birds can establish new nests or produce a second or even third clutch at any time during the nesting season, nesting bird surveys shall be repeated every 30 days as construction activities are occurring throughout the nesting season.

No construction or earth-moving activity shall occur within a non-disturbance buffer until it is determined by a qualified biologist that the young have fledged (left the nest) and have attained sufficient flight skills to avoid project construction areas. Once the migratory birds or raptors have completed nesting and the young have fledged, disturbance buffers will no longer be needed and may be removed, and monitoring may cease.

**MM BIO-5:** A qualified biologist shall conduct a preconstruction survey on the project site and within 500 feet of its perimeter, where feasible, to identify the presence of the western burrowing owl. The survey shall be conducted between 14 and 30 days prior to the start of construction activities. If any burrowing owl burrows are observed during the preconstruction survey, avoidance measures shall be consistent with those included in the CDFW *Staff Report on Burrowing Owl Mitigation* (CDFG 2012). If occupied burrowing owl burrows are observed outside of the breeding season (September 1 through January 31) and within 250 feet of proposed construction activities, a passive relocation effort may be instituted in accordance with the guidelines established by the California Burrowing Owl Consortium (1993) and the California Department of Fish and Wildlife (2012). During the breeding season (February 1 through August 31), a 500-foot (minimum) buffer zone shall be maintained unless a qualified biologist verifies through noninvasive methods that either the birds have not begun egg laying and incubation or that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

In addition, impacts to occupied burrowing owl burrows shall be avoided in accordance with the following table unless a qualified biologist approved by CDFW verifies through non-invasive methods that either: (1) the birds have not begun egg laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance		
		Low	Med	High
Nesting Sites	April 1 – Aug 15	200 m	500 m	500 m
Nesting Sites	Aug 16 – Oct 15	200 m	200 m	500 m
Nesting Sites	Oct 16 – Mar 31	50 m	100 m	500 m

**MM BIO-6:** Prior to ground-disturbance activities, or within one week of being deployed at the project site for newly hired workers, all construction workers at the project site shall attend a Construction Worker Environmental Awareness Training and Education Program, developed and presented by a qualified biologist.

The Construction Worker Environmental Awareness Training and Education Program shall be presented by the biologist and shall include information on the life histories of special-status wildlife and plant species that may be encountered during construction activities, their legal protections, the definition of “take” under the Endangered Species Act, measures the project operator is implementing to protect the species, reporting requirements, specific measures that each worker must employ to avoid take of the species, and penalties for violation of the Act. Identification and information regarding special-status or other sensitive species with the potential to occur on the project site shall also be provided to construction personnel. The program shall include:

- An acknowledgment form signed by each worker indicating that environmental training has been completed.
- A copy of the training transcript and/or training video/CD, as well as a list of the names of all personnel who attended the training and copies of the signed acknowledgment forms, shall be maintained onsite for the duration of construction activities.

**MM CUL-1:** Prior to the issuance of building permits, a qualified archeologist shall conduct a cultural resource survey of the project site. If prehistoric or historic-era cultural materials are encountered as a result of the survey, the qualified archeologist shall make recommendations and take further measures to avoid impacts on cultural resources. These measures can include avoidance, testing, and evaluation or data recovery excavation.

**MM CUL-2:** Prior to any ground disturbance, the applicant shall offer interested tribes the opportunity to provide a Native American Monitor during ground-disturbing activities during construction. Tribal participation would be dependent upon the availability and interest of the tribe.

Upon coordination with the Lead Agency, any archaeological artifacts recovered shall be donated to an appropriate Tribal Custodian or a qualified scientific institution where they would be afforded long-term preservation. Documentation for the work shall be provided in accordance with applicable cultural resource laws and guidelines.

**MM CUL-3:** If requested, prior to any ground disturbance, a surface inspection of the site shall be conducted by a Tribal Monitor. The Tribal Monitor shall monitor the site during initial grading or ground-disturbance activities. The Tribal Cultural Staff shall provide preconstruction briefings to supervisory personnel and any excavation contractor, which will include information on potential cultural material finds and, on the procedures, to be enacted if resources are found. Tribal participation would be dependent upon the availability and interest of the tribe.

If prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified archaeologist can evaluate the find and make recommendations. Cultural resource materials may include prehistoric resources such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the qualified archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation. Implementation of the mitigation measure would ensure that the proposed project would not cause a substantial adverse change in the significance of a historical resource.

The Lead Agency along with other relevant or tribal officials shall be contacted upon the discovery of cultural resources to begin coordination on the disposition of the find(s). Treatment of any significant cultural resources shall be undertaken with the approval of the Lead Agency.

**MM CUL-4:** If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297), and Senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. Section 7050.5(c) shall guide the potential Native American involvement, in the event of the discovery of human remains, at the direction of the county coroner.

**MM GEO-1:** If the proposed development will disturb an area of one or more acres, prior to issuing of grading or building permits, the project applicant shall submit to the City: (1) the approved Stormwater Pollution Prevention Plan (SWPPP) and (2) the Notice of Intent (NOI) to comply with the General National Pollutant Discharge Elimination System (NPDES) from the Central Valley Regional Water Quality Control Board. The requirements of the SWPPP and NPDES shall be incorporated into design specifications and construction contracts. Recommended Best Management Practices for the construction phase may include the following:

- Stockpiling and disposing of demolition debris, concrete, and soil properly.
- Protecting existing storm drain inlets and stabilizing disturbed areas.

- Implementing erosion controls.
- Properly managing construction materials.
- Managing waste, aggressively controlling litter, and implementing sediment controls.

Evidence of the approved SWPPP shall be submitted to the Lead Agency.

**MM GEO-2:** If any paleontological resources are encountered during ground-disturbance activities, all work within 25 feet of the find shall halt until a qualified paleontologist as defined by the Society of Vertebrate Paleontology Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (2010), can evaluate the find and make recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the Natural History Museum of Los Angeles County or another appropriate facility regarding any discoveries of paleontological resources.

If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations, and fossil recovery may be required to mitigate adverse impacts from project implementation. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, they shall be avoided to ensure no adverse effects or such effects must be mitigated. Construction in that area shall not resume until the resource-appropriate measures are recommended or the materials are determined to be less than significant. If the resource is significant and fossil recovery is the identified form of treatment, then the fossil shall be deposited in an accredited and permanent scientific institution. Copies of all correspondence and reports shall be submitted to the Lead Agency.

**MM NSE-1:** During construction, the contractor shall implement the following measures:

- a. All stationary construction equipment on the project site shall be located so that noise-emitting objects or equipment face away from any potential sensitive receptors.
- b. The construction contractor shall ensure that all construction equipment is equipped with manufacturer-approved mufflers and baffles. During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- c. Construction activities shall take place during daylight hours, when feasible.

**MM NSE-2:** Prior to the issuance an occupancy permit for the first building permit(s), the proposed light industrial zoned parcels abutting residential zone districts along the eastern property line shall be screened with a minimum six-foot masonry wall or similar solid wall.

**MM NSE-3:** No materials related to an industrial operation shall be stored within the yard setback to a height of more than six feet within 25 feet of property lines adjacent to the residential zone district.

**MM TRA-1:** Prior to the issuance of building permits for the commercial development and subsequent industrial development, the developer and any future developer shall pay its pro rata share for:

- Signalization of the 19th Avenue and Iona Avenue intersection based on 49.7 percent.

## **SECTION 1 - INTRODUCTION**

### **1.1 - Overview**

The project proposes the development of a 20.5-acre property located on the northeast corner of West Iona Avenue and South 19th Avenue. The project proposes to construct and operate a gas station/mini-mart on a portion of the property. In the future, a fast-food restaurant with a drive-through lane would be developed. In addition, a portion of the project site will be subdivided to allow for the future construction and operation of light industrial uses.

### **1.2 - CEQA Requirements**

The City of Lemoore is the Lead Agency for this project pursuant to the CEQA Guidelines (Public Resources Code Section 15000 et seq.). The Environmental Checklist (CEQA Guidelines Appendix G) or Initial Study (IS) (see *Section 3 – Initial Study*) provides analysis that examines the potential environmental effects of the construction and operation of the project. Section 15063 of the CEQA Guidelines requires the Lead Agency to prepare an IS to determine whether a discretionary project will have a significant effect on the environment. A Mitigated Negative Declaration (MND) is appropriate when an IS has been prepared and a determination can be made that no significant environmental effects will occur because revisions to the project have been made or mitigation measures will be implemented that reduce all potentially significant impacts to less-than-significant levels. The content of an MND is the same as a Negative Declaration, with the addition of identified mitigation measures and a Mitigation Monitoring and Reporting Program (MMRP) (see *Section 6 – Mitigation Monitoring and Reporting Program*).

Based on the IS, the Lead Agency has determined that the environmental review for the proposed application can be completed with an MND.

### **1.3 - Impact Terminology**

The following terminology is used to describe the level of significance of project environmental impacts.

- A finding of “no impact” is appropriate if the analysis concludes that the project would not affect a topic area in any way.
- An impact is considered “less than significant” if the analysis concludes that it would cause no substantial adverse change to the environment and requires no mitigation.
- An impact is considered “less than significant with mitigation incorporated” if the analysis concludes that it would cause no substantial adverse change to the environment with the inclusion of environmental commitments that have been agreed to by the proponent.
- An impact is considered “potentially significant” if the analysis concludes that it could have a substantial adverse effect on the environment.

## **1.4 - Document Organization and Contents**

The content and format of this IS/MND is designed to meet the requirements of CEQA. The report contains the following sections:

- *Section 1 – Introduction:* This section provides an overview of CEQA requirements, intended uses of the IS/MND, document organization, and a list of regulations that have been incorporated by reference.
- *Section 2– Project Description:* This section describes the project and provides data on the site's location.
- *Section 3 – Environmental Checklist:* This section contains the evaluation of 21 different environmental resource factors contained in Appendix G of the CEQA Guidelines. Each environmental resource factor is analyzed to determine whether the proposed project would have an impact. One of four findings is made which include: no impact, less-than-significant impact, less than significant with mitigation, or significant and unavoidable. If the evaluation results in a finding of significant and unavoidable for any of the 21 environmental resource factors, then an Environmental Impact Report will be required.
- *Section 4 – References:* This section contains a full list of references that were used in the preparation of this IS/MND.
- *Section 5- Preparers*
- *Section 6- Mitigation Monitoring and Reporting Program (RESERVED)*

## **1.5 - Incorporated by Reference**

The following documents and/or regulations are incorporated into this IS/MND by reference:

- City of Lemoore General Plan.
- City of Lemoore Municipal Code.
- City of Lemoore Development Standards.
- City of Lemoore 2015 Urban Water Management Plan.
- 2015 Kings County Emergency Operations Plan.
- Kings County General Plan.
- Title 24 Building Code.

## **SECTION 2 - PROJECT DESCRIPTION**

### **2.1 - Project Location**

The project site is a 20.5-acre property located on the northeast corner of South 19th Avenue and West Iona Avenue in the City of Lemoore, Kings County, CA (Figures 2-1 and 2-2). The project site is on Assessor's Parcel Numbers (APN) 023-310-012-000 and 023-210-011-000 within Section 10, Township 19S, Range 20E, Mount Diablo Base and Meridian (MDB&M).

### **2.2 - Surrounding Land Uses**

The project is within city limits and is classified as Mixed Use. The site is shown in the Lemoore General Plan within the Planning Area and within Urban Growth Boundary and designates the project site as Mixed Use.

The project site is located in a developing area in the City of Lemoore. Surrounding land uses include residential, commercial, and undeveloped land to the east, the interchange of State Route (SR) 198 at South 19th Avenue to the north, commercial uses to the west, and industrial uses to the south.

### **2.3 - Project Environment**

The project site is currently undeveloped. Fire service would be served by the Lemoore Fire Department located at 210 Fox Street in Lemoore. Police service would be served by the City of Lemoore Police Department located at 657 Fox Street in Lemoore. Sanitation/garbage collection will be provided by a local waste hauler. Water and sewer service will be provided by the City.

### **2.4 - Proposed Project**

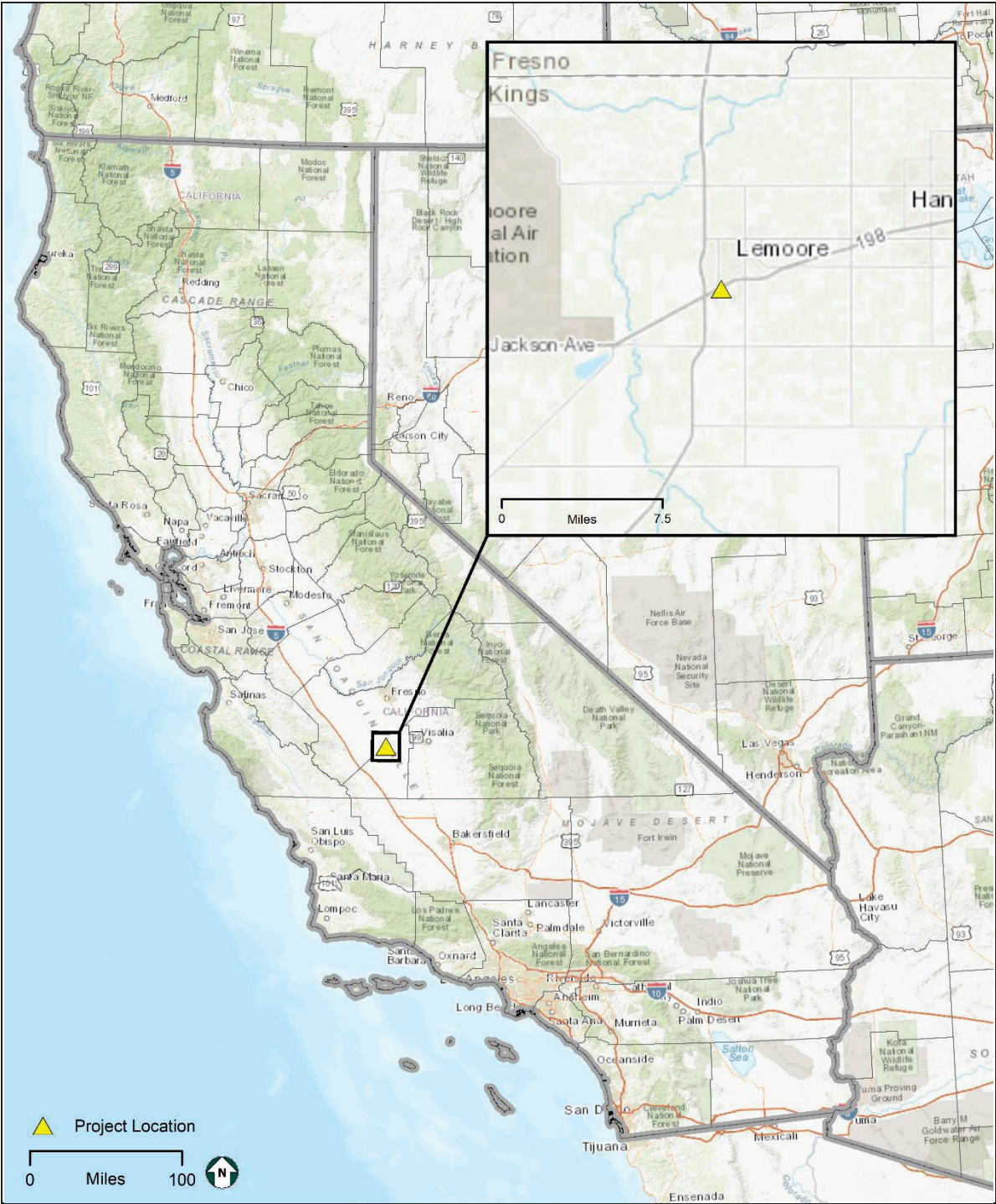
The project requests a Zone Change/General Plan Amendment from Mixed Use to Regional Commercial for an approximately 4.13-acre portion of the site and approval of a Conditional Use Permit to allow for the construction and development of a gas station/mini-mart. The project would include an 8,952-square-foot building with fuel canopies for gas and diesel pumps (Figure 2-3). In the future, a fast-food restaurant with a drive-through lane would be developed.

The remaining easterly portion of the site would change from Mixed Use to Light Industrial to allow for the development of an industrial park to accommodate future compatible uses. The site would be divided into 23 separate lots with the approval of a subdivision map (Figure 2-4). The size of the buildings is not known, but based on the proposed lot sizes, it can be assumed up to 100,000 square feet of buildings can be developed. Additional improvements include the development of a retention basin on the north end of the property.

Development of the gas station/mini-mart is anticipated to occur over a six-month period. Construction equipment will vary over the course of development and include the following:

- Excavators/earth-moving equipment.
- Depending on the foundation system, auger rig or pile-driving rig.
- All-terrain forklifts.
- A man/material hoist.
- Truck cranes.
- Concrete trucks.
- Dump trucks.
- Street sweepers/water trucks for dust control.
- Construction delivery trucks (typically box trucks or flat beds).
- Small tools (generators, light plants, compactors, air compressors).

The project includes no known development of the industrial park at this time. The project analyzed in the IS/MND accounts for general industrial uses as allowed by the Lemoore Zoning Code; however, the future proposed development on these parcels may require additional environmental review.



**Figure 2-1**  
**Regional Location**



Figure 2-2  
Project Site



**Figure 2-3**  
**Site Plan – Gas Station and Mini-Mart**



## **SECTION 3 - EVALUATION OF ENVIRONMENTAL IMPACTS**

### **3.1 - Environmental Checklist and Discussion**

**1. Project Title:**

Maverik Gas Station and Industrial Park Project

**2. Lead Agency Name and Address:**

City of Lemoore  
711 W. Cinnamon Drive  
Lemoore, CA 93245

**3. Contact Person and Phone Number:**

Nathan Olson, City Manager  
Phone: (559) 924-6744

**4. Project Location:**

The project site is located on the northeast corner of South 19th Avenue and West Iona Avenue in the City of Lemoore, Kings County, CA. The project site is on Assessor's Parcel Numbers (APN) 023-310-012-000 and 023-210-011-000 within Section 10, Township 19S, Range 20E, MDB&M.

**5. Proposed General Plan Designation/Zone District:**

Regional Commercial and Light Industrial

**6. Current General Plan/Zone District:**

Mixed Use

**7. Description of Project:**

*See Section 2.4 – Proposed Project.*

**8. Surrounding Land Uses and Setting:**

*See Section 2.3 – Surrounding Land Uses and Figure 2-3.*

**9. Other Public Agencies Whose Approval May be Required:**

- San Joaquin Valley Air Pollution Control District (SJVAPCD)
- Regional Water Quality Control Board (RWQCB)

**10. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?**

In compliance with SB 18 and AB 52, the Native American Heritage Commission (NAHC) conducted a search of its Sacred Lands File to identify previously recorded sacred sites or cultural resources of special importance to tribes and provide contact information for local Native American representatives who may have information about the project area. A Sacred Lands File Request was also completed by the Native American Heritage Commission (NAHC) on March 15, 2023. Outreach letters were sent to the tribal organizations on the NAHC-provided contact list, with follow-up emails sent.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code Section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code Section 21082.3(c) contains provisions specific to confidentiality.

### 3.2 - Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Air Quality              |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources               | <input type="checkbox"/> Geology/Soils            |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials    | <input type="checkbox"/> Hydrology/Water Quality  |
| <input type="checkbox"/> Land Use/Planning        | <input type="checkbox"/> Mineral Resources                | <input type="checkbox"/> Noise                    |
| <input type="checkbox"/> Population/Housing       | <input type="checkbox"/> Public Services                  | <input type="checkbox"/> Recreation               |
| <input type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities/Service Systems        | <input type="checkbox"/> Findings of Significance |

### 3.3 - Determination

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENT IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable

standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

*Nathan Olson*

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Nathan Olson, City Manager

*April 7, 2023*

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Date

### **3.4 - Evaluation of Environmental Impacts**

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: “Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less-Than-Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review;
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis; and
  - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a

previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>3.4.1 - AESTHETICS</b>				
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

### Impact #3.4.1a – Would the project have a substantial adverse effect on a scenic vista?

The site is located within an area consisting of residential, commercial, and industrial uses. The site is currently undeveloped and the topography is generally flat.

A scenic vista is a viewpoint that provides a distant view of highly valued natural or man-made landscape features for the benefit of the general public. Typical scenic vistas are locations where views of rivers, hillsides, and open space areas can be obtained as well as locations where valued urban landscape features can be viewed in the distance. The City of Lemoore 2030 General Plan Community Design Element requires those scenic vistas to the Coalinga Mountains, other natural features, and landmark buildings to be maintained (City of Lemoore, 2008).

The project would have no impact to a scenic vista.

### MITIGATION MEASURE(S)

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

There would be *no impact*.

**Impact #3.4.1b – Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

There are no listed State scenic highways within or near the City of Lemoore, nor are there scenic highways in Kings County (California Department of Transportation, 2023). The closest eligible scenic highway is a portion of SR 198, southwest of SR 33, which is approximately 28 miles west of the project site.

There are no natural features or landmark buildings within the vicinity of the project site, nor would it impede views of the Coalinga Mountains or other natural features. Further, the project does not include the removal of trees determined to be scenic or of scenic value, the destruction of rock outcroppings, or the degradation of any historic building. The project will not result in development that is substantially different than surrounding land uses. Therefore, impacts to scenic resources would be less than significant.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.1c – In a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

The proposed project is located in an undeveloped area that is becoming more urbanized with surrounding industrial, residential, and commercial uses. The project would be visible to passing motorists driving along SR 198, South 19th Avenue, and West Iona Avenue. Because of its proximity to the SR 198 interchange at South 18th Avenue, the site is a logical location for the development of a regional commercial use. Although the project's appearance will change the visual character of the site, it will be similar in character to the existing commercial and industrial developments in the vicinity and along the SR 198 corridor. Development of the gas station/mini-mart and future development of the light industrial portion of the site will be in compliance with the City's Municipal Code for development and would result in a less-than-significant impact.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.1d – Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?**

**CONSTRUCTION**

Construction of the proposed project would be temporary and occur during daytime hours, typically from 7:00 a.m. to 6:00 p.m. Any lighting used during construction would be directed downward and shielded to focus illumination on the desired work areas only and prevent light spillage onto adjacent properties. Because lighting used to illuminate work areas would be shielded, focused downward, and turned off by 6:00 p.m., the potential to affect any residents adversely is minimal. Increased truck traffic and the transport of construction materials to the project site could temporarily increase glare conditions during construction. However, this increase in glare would be minimal. Therefore, the construction of the proposed gas station/mini-mart and eventual development of the proposed industrial area would not create a new source of substantial glare that would affect daytime views in the area.

**OPERATION**

The exterior streetlights and building lighting will be designed to minimize reflective glare and light scatter, as required by City Municipal Codes and development standards regarding outdoor lighting (e.g., Code 9-5B-4- Outdoor Lighting) and street lighting. These requirements would substantially reduce potential nuisances from light or glare. The project will comply with applicable local development standards. The project site is located in an area predominantly developed with commercial/industrial uses and is bounded by the SR 198/South 18th Avenue interchange. Therefore, the proposed project would not create significant new sources of substantial light or glare that would adversely affect day or nighttime views in the area. Therefore, the project would have a less-than-significant impact.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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### 3.4.2 - AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

**Impact #3.4.2a – Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?**

The proposed project is currently zoned for mixed use commercial uses. CEQA uses the California Department of Conservation Division of Land Resource Protection's Farmland

Mapping Project (FMMP) categories of “Prime Farmland,” “Farmland of Statewide Importance,” and “Unique Farmland” to define “agricultural land” for the purposes of assessing environmental impacts (PRC Section 21060.1(a)).

According to the Department of Conservation’s Farmland Mapping and Monitoring Program (FMMP), the project site is classified as vacant and disturbed land. Therefore, the project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project would result in no impact.

***MITIGATION MEASURE(S)***

No mitigation is required.

***LEVEL OF SIGNIFICANCE***

There would be *no impact*.

**Impact #3.4.2b – Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?**

See response to Impact #3.4.2a.

The project site is not zoned for agriculture and is not subject to a Williamson Act contract. Based on almost 30 years of available aerial imagery, the property has never been farmed. None of the adjacent or surrounding properties are zoned for agricultural or under cultivation, and therefore, would not conflict with any current Williamson Act contracted land in the vicinity. The construction of the project would not result in a conflict with existing zoning for agricultural use or a Williamson Act contract, and there would be no impact.

***MITIGATION MEASURE(S)***

No mitigation is required.

***LEVEL OF SIGNIFICANCE***

There would be *no impact*.

**Impact #3.4.2c – Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

See Impact #3.4.2b. The Public Resources Code Section 12220(g) and Section 4526 defines “Forest land” as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for the management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. There are no forest lands identified on the project site

or within its vicinity; therefore, there would be no conflict with or impacts to zoning for forest land or timber land. The project will have no impact on land designated for forest land or timberland use. The proposed project will have no impact.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

There would be *no impact*.

**Impact #3.4.2d – Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

See discussion of Impact #3.4.2a–c above.

The proposed project will have no impact.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

There would be *no impact*.

**Impact #3.4.2e – Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?**

See discussion of Impact #3.4.2a–c above.

The project site is located within the city limits and is surrounded by developed urban uses. As noted, the project does not result in the conversion of agricultural or forest land. The project does not involve other changes in the existing environment that would result in additional conversion of Farmland to nonagricultural use or conversion of forest land to non-forest uses. The proposed project will have no impact.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

There would be *no impact*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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### 3.4.3 - AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a.	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Expose sensitive receptors to substantial pollutant concentration?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Result in other emissions (such as those leading to odor) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

The analysis below is based on an Air Quality Impact Assessment (AQIA) prepared for the project (Trinity Consultants, 2023). The AQIA is included in this document as Appendix A.

#### Impact #3.4.3a – Would the project conflict with or obstruct implementation of the applicable air quality plan?

The project is located within the San Joaquin Valley Air Basin (SJVAB), which is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The U.S. Environmental Protection Agency (EPA) established the National Ambient Air Quality Standards (NAAQS) to protect the health, safety, and welfare of the public. NAAQS have been established for ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), particulate matter with a diameter of 10 micrometers or less (PM<sub>10</sub>), particulate matter with a diameter of 2.5 micrometers or less (PM<sub>2.5</sub>), and lead (Pb). California has also adopted the California Ambient Air Quality Standards (CAAQS) for the above criteria air pollutants with more stringent standards and the addition of hydrogen sulfide (H<sub>2</sub>S). Table 3.4.3-1 provides the NAAQS and CAAQS criteria pollutant thresholds. If the air basin exceeds the threshold, then a designation of nonattainment is given. Table 3.4.3-2 provides the designation/classification for Kings County.

**Table 3.4.3-1  
NAAQS and CAAQS Standards**

Pollutant	Averaging Time	NAAQS	CAAQS
		Concentration	
O <sub>3</sub>	8-hour	0.070 ppm (137 µg/m <sup>3</sup> )	0.070 ppm (137 µg/m <sup>3</sup> )
	1-hour	-	0.09 ppm (180 µg/m <sup>3</sup> )
CO	8-hour	9 ppm (10 µg/m <sup>3</sup> )	9 ppm (10 µg/m <sup>3</sup> )
	1-hour	35 ppm (40 µg/m <sup>3</sup> )	20 ppm (23 µg/m <sup>3</sup> )
NO <sub>2</sub>	Annual Average	53 ppb (100 µg/m <sup>3</sup> )	0.030 ppm (57 µg/m <sup>3</sup> )
	1-hour	100 ppb (188.68 µg/m <sup>3</sup> )	0.18 ppm (339 µg/m <sup>3</sup> )
SO <sub>2</sub>	3-hour	0.5 ppm (1,300 µg/m <sup>3</sup> )	-
	24-hour	0.14 ppm (365 µg/m <sup>3</sup> )	0.04 ppm (105 µg/m <sup>3</sup> )
	1-hour	75 ppb (196 µg/m <sup>3</sup> )	0.25 ppm (655 µg/m <sup>3</sup> )
PM <sub>10</sub>	Annual Arithmetic Mean	-	20 µg/m <sup>3</sup>
	24-hour	150 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>
PM <sub>2.5</sub>	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	12 µg/m <sup>3</sup>
	24-hour	35 µg/m <sup>3</sup>	-
Sulfates	24-hour	-	25 µg/m <sup>3</sup>
Pb	Rolling Three-Month Average	0.15 µg/m <sup>3</sup>	-
	30 Day Average	-	1.5 µg/m <sup>3</sup>
H <sub>2</sub> S	1-hour		0.03 ppm (42 µg/m <sup>3</sup> )
Vinyl Chloride	24-hour		0.010 ppm (26 µg/m <sup>3</sup> )
Visibility Reducing particles	8-hour (1000 to 1800 PST)		In 1989, CARB converted both the general statewide 10-mile visibility standards and the Lake Tahoe 30-mile visibility standard to instrumental equivalents

Source: Appendix A

Notes: ppm = parts per million ppb = parts per billion mg/m<sup>3</sup> = milligrams per cubicmeter µg/m<sup>3</sup> = micrograms per cubicmeter

**Table 3.4.3-2  
SJVAB Attainment Status**

<b>Pollutant</b>	<b>NAAQS</b>	<b>CAAQS</b>
O <sub>3</sub> 1-hour	No Federal Standard	Nonattainment/Severe
O <sub>3</sub> 8-hour	Nonattainment/Extreme	Nonattainment
PM <sub>10</sub>	Attainment	Nonattainment
PM <sub>2.5</sub>	Nonattainment	Nonattainment
CO	Attainment/Unclassified	Attainment/Unclassified
NO <sub>2</sub>	Attainment/Unclassified	Attainment
SO <sub>2</sub>	Attainment/Unclassified	Attainment
Pb	No Designation/Classification	Attainment
H <sub>2</sub> S	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particulates	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

Source: Appendix A

In order to maintain consistency with CEQA, the SJVAPCD adopted guidelines to assist applicants in complying with the various requirements. The SJVAPCD as part of their guidelines, established specific CEQA air quality thresholds as presented in Table 3.4.3-3.

**Table 3.4.3-3  
SJVAPCD CEQA Thresholds of Significance**

<b>Criteria Pollutant</b>	<b>Significance Threshold</b>	
	<b>Construction</b>	<b>Operational</b>
CO	100 tons/yr	100 tons/yr
NO <sub>x</sub>	10 tons/yr	10 tons/yr
ROG	10 tons/yr	10 tons/yr
SO <sub>x</sub>	27 tons/yr	27 tons/yr
PM <sub>10</sub>	15 tons/yr	15 tons/yr
PM <sub>2.5</sub>	15 tons/yr	15 tons/yr

Source: Appendix A

Therefore, if a project were to generate criteria pollutants below significance thresholds adopted by the SJVAPCD, the project would be considered to result in a less-than-significant impact and in compliance with adopted SJVAPCD rules and regulations.

Short-term construction activities related to the project were estimated in CalEEMod utilizing default CalEEMod construction equipment lists for the proposed project's land use type. SJVAPCD required measures were applied to the short-term project emissions and included water exposure to the site three times per day and the reduction of vehicle speeds

to less than 15 miles per hour. Table 3.4.3-4 depicts the unmitigated and mitigated construction emissions resulting from project construction.

**Table 3.4.3-4  
Construction Project Emissions**

Emissions Source	Pollutant (tons/year)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Unmitigated</b>						
2023 Construction Emissions	0.14	0.83	0.94	0.00	0.08	0.06
2024 Construction Emissions	0.73	1.99	2.28	0.00	0.32	0.17
2025 Construction Emissions	0.20	0.00	0.00	0.00	0.00	0.00
<b>Mitigated</b>						
2023 Construction Emissions	0.14	0.83	0.94	0.00	0.06	0.05
2024 Construction Emissions	0.73	1.99	2.28	0.00	0.21	0.12
2025 Construction Emissions	0.20	0.00	0.00	0.00	0.00	0.00
<b>Significance Threshold</b>	<b>10</b>	<b>10</b>	<b>100</b>	<b>27</b>	<b>15</b>	<b>15</b>
<b>Is Threshold Exceeded After Mitigation</b>	No	No	No	No	No	No

Source: Appendix A

As shown in Table 3.4.3-4, the estimated short-term construction-related emissions for criteria pollutants are anticipated to be minimal and would not exceed adopted SJVAPCD significance threshold levels during any given construction year and would result in a less-than-significant impact.

Long-term emissions are caused by operational mobile, area, and energy sources. Long-term emissions would include fugitive dust emissions and exhaust emissions. PM<sub>10</sub> emissions typically are generated from vehicular traffic associated with the project site. The SJVAPCD's Regulation VIII establishes required controls to reduce and minimize fugitive dust emissions. The following SJVAPCD Rules and Regulations would apply to the proposed project to reduce fugitive dust emissions:

- Rule 4102 – Nuisance – prohibits a facility from posing as a nuisance to surrounding receptors and can impose penalties for nuisance issues such as dust, smoke, excess emissions, etc. Compliance with this rule ensures that the area around the project site will not be adversely impacted by such issues.
- Regulation VII – Fugitive PM<sub>10</sub> Prohibitions – a series of regulations to reduce and/or eliminate the generation of PM that can adversely impact visibility as well as the health and safety of people onsite or in the vicinity of the project.
  - Rule 8011 – General Requirements – this rule is to reduce ambient concentrations of fine particulate (PM<sub>10</sub>) by requiring actions to prevent, reduce, or mitigate anthropogenic (human-caused) fugitive dust emissions.
  - Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities - restricts generation of airborne dust and visibility impacts from these activities. Places limit on opacity and equipment operation under certain adverse weather conditions.

- Rule 8041 – Carryout and Trackout - requires that equipment and vehicles leaving the construction site control the amount of dirt, soil, or mud that is tracked offsite and onto public roadways. This helps eliminate or minimize dust generation and opacity degradation
- Rule 8051 – Open Areas - limits fugitive dust from open areas, i.e., areas on a construction site that are not actively being constructed upon but may generate wind-blown dust.

Table 3.4.3-5 below depicts the calculated post-project operational emissions as calculated in CalEEMod. Mitigation measures implemented with CalEEMod include the use of clean landscape equipment.

**Table 3.4.3-5  
Operational Emissions**

Emissions Sources	Pollutant (tons/year)					
	ROG	NOx	CO	SOx	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Unmitigated Operational Emissions</b>						
Area Emissions	0.50	0.00	0.00	0.00	0.00	0.00
Energy Emissions	0.01	0.13	0.11	0.00	0.01	0.01
Mobile Emissions	3.04	3.69	17.79	0.03	2.46	0.68
Total	<b>3.56</b>	<b>3.82</b>	<b>17.90</b>	<b>0.03</b>	<b>2.47</b>	<b>0.69</b>
<b>Mitigated Operational Emissions</b>						
Area Emissions	0.50	0.00	0.00	0.00	0.00	0.00
Energy Emissions	0.01	0.13	0.11	0.00	0.01	0.01
Mobile Emissions	3.04	3.69	17.79	0.03	2.46	0.68
Total	<b>3.56</b>	<b>3.82</b>	<b>17.90</b>	<b>0.03</b>	<b>2.47</b>	<b>0.69</b>
<b>SJVAPCD Threshold</b>	<b>10</b>	<b>10</b>	<b>100</b>	<b>27</b>	<b>15</b>	<b>15</b>
Is Threshold Exceeded after Mitigation?	No	No	No	No	No	No

Source: Appendix A

As shown in Table 3.4.3-5, the proposed project would not exceed the established SJVAPCD criteria pollutant thresholds.

Further SJVAPCD rules and regulations would be applicable to the project and would include:

- Regulation VIII – PM<sub>10</sub> reduction measures.
- GAMAQI measures to reduce equipment exhaust.
- Rule 4601 – Architectural Coatings.
- Rule 4641 – Construction and Pavement of Roads and Parking Areas within the Project Area.

Based on the regulatory compliance stated above and analysis conducted in the prepared Air Quality Impact Analysis (Trinity Consultants, 2023), this project would have a less-than-significant impact.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.3b – Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

See discussion of Impact #3.4.3a above.

Based on the analysis and estimated criteria pollutant generation made in the prepared AQIA, the short-term construction and long-term operational criteria pollutants would be generated in concentrations lower than significance thresholds adopted by the SJVAPCD (Trinity Consultants, 2023) as shown in Table 3.4.3-4 and 3.4.3-5. Therefore, the project will result in a less-than-significant impact.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.3c – Would the project expose sensitive receptors to substantial pollutant concentrations?**

Sensitive receptors are defined as areas where young children, chronically ill individuals, the elderly, or people who are more sensitive than the general population reside. Schools, hospitals, nursing homes, and daycare centers are locations where sensitive receptors would likely reside. There are residential receptors bordering the project site to the south and the east. Per the prepared AQIA, there are 17 sensitive receptors located within two miles of the project site. The P.W. Engvall Elementary School is approximately 0.51 miles north.

GAMAQI recommends that lead agencies consider situations wherein a new or modified source of hazardous air pollutants (HAPs) is proposed for a location near an existing residential area or other sensitive receptors when evaluating potential impacts related to HAPs. Typical sources of HAPs include diesel trucks or permitted sources such as engines, boilers, or storage tanks. To predict potential health risks to the population attributable to emissions of HAPs from the proposed project, ambient air concentrations were predicted with dispersion modeling to arrive at an estimate of individual carcinogenic risk that might occur as a result of continuous exposure over a 70-year lifetime. Similarly, predicted

concentrations were used to calculate non-cancer chronic and acute hazard indices, which are the ratios of expected exposure to acceptable exposures. SJVAPCD has set the level of significance for carcinogenic risk at 20 in one million, which is understood as the possibility of causing 20 additional cancer cases in a population of one million people. The level of significance for chronic and acute non-cancer risk is a hazard index of one. Table 3.4.3-6 depicts the potential maximum impacts predicted to result from the project.

**Table 3.4.3-6  
Potential Maximum Impacts Predicted by HARP2**

	Value
<b>Excess Cancer Risk – Total</b>	<b>1.95E-05</b>
Construction	1.28E-05
Operations	6.73E-06
<b>Chronic Hazard Index – Max</b>	<b>1.69E-02</b>
Construction	1.25E-02
Operations	1.69E-02
<b>Acute Hazard Index – Max</b>	<b>4.52E-02</b>
Operations	4.52E-02

Source: Appendix A

As shown in Table 3.4.3-6 above, the maximum predicted cancer risk for the proposed project is 1.95E-05, the maximum chronic non-cancer hazard index is 1.69E-02, and the maximum acute hazard index is 4.52E-02. The potential risk attributable to the proposed project is below the significance threshold established by SJVAPCD and therefore is determined to result in a less-than-significant impact.

#### **MITIGATION MEASURE(S)**

No mitigation is required.

#### **LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.3d – Would the project result in emissions (such as those leading to odors) adversely affecting a substantial number of people?**

See discussion in Impact #3.4.3c above.

The SJVAPCD GAMAQI states that analysis for generators and receivers should be conducted to assess odor impacts.

- Generators – projects that would potentially generate odorous emissions proposed to locate near existing sensitive receptors or other land uses where people may congregate.

- Receivers – residential or other sensitive receptor projects or other projects built to attract people locating near existing odor sources.

SJVAPCD identifies some common types of facilities that have been known to produce odors in the SJVAB such as wastewater treatment facilities, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing plants, fiberglass manufacturing, paint/coating operations, food processing facilities, feed lot/dairy, and rendering plants (SJVAPCD, 2015). These can be used as a screening tool to qualitatively assess a project's potential to adversely affect area receptors.

Because the project is not a use listed in the GAMAQI as a source that would create objectionable odors, the project and anticipated activities are not expected to be a source of objectionable odors.

***MITIGATION MEASURE(S)***

No mitigation is required.

***LEVEL OF SIGNIFICANCE***

Impacts would be *less than significant*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>3.4.4 - BIOLOGICAL RESOURCES</b>				
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

A biological survey was conducted to determine whether there are sensitive biological resources that might be adversely affected by the proposed project. The evaluation is based on existing site conditions, the potential for sensitive biological resources to occur on and in the vicinity of the project site, and any respective impacts that could potentially occur.

Reviews of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (California Department of Fish and Wildlife, 2023), the California Native Plant Society's Rare Plant Program Inventory (California Native Plant Society, 2023), and the United States Fish and Wildlife Service's Information for Planning and Consultation online tool (US Fish and Wildlife Service, 2023) was conducted to identify special-status plant and wildlife species with the potential to occur within the project site and vicinity (the *Lemoore* 7.5" USGS quadrangle, where the project site is situated, and the surrounding eight quadrangles and a 10-mile radius). Information on the potential presence of wetlands and waters was obtained from the National Wetlands Inventory (NWI), National Hydrography Database (NHD), and the Federal Emergency Management Agency (FEMA). Information regarding the presence of Critical Habitat in the project vicinity was obtained from the United States Fish and Wildlife Service's Critical Habitat Mapper database (USFWS, 2023b). The results of the database inquiries were subsequently reviewed to evaluate the potential for the occurrence of special-status species and other sensitive biological resources known to occur on or near the project site prior to conducting the biological survey.

A biological reconnaissance survey of the project site and a 50-foot Biological Study Area (BSA) was conducted in January 2023. The purpose of the survey was to determine the locations and extent of sensitive plant communities and habitats, determine the potential for the occurrence of special-status plant and wildlife species, and identify other sensitive biological resources within the BSA. Meandering pedestrian transects were walked through the BSA to achieve 100 percent visual coverage, with the aid of binoculars in areas that were inaccessible. Protocol surveys for specific special-status plant or wildlife species were not conducted because it was determined by the biologists that no such surveys were warranted due to the lack of suitable habitat and the disturbed condition of the project site. Locations of any observed sensitive biological resources were documented using the ArcGIS Collector application installed on an iPad. Photographs were taken to document the existing landscape and sensitive biological resources. Detailed notes of plant and wildlife species and site conditions observed were taken while conducting the survey.

### **General Site Conditions**

Most of the surrounding land has been developed for urban use. The SR 198 interchange at South 18th Avenue borders the property to the north. The project site is heavily disturbed, was disked within the last one to two years, and is vegetated by non-native grasses and herbs. Non-native grasses included Bermuda grass (*Cynodon dactylon*), Mediterranean grass (*Schismus arabicus*), and common herbs of red-stem filaree (*Erodium cicutarium*) and fiddleneck (*Amsinckia sp.*) being most common. The wildlife species observed during the survey were typical of urban and non-native grassland habitats. There was no wetland, riparian, or other sensitive habitat types, special-status plants, or wildlife species present on the project site during the time of the survey.

There were eight plant species, seven bird species, and one mammal species identified during the survey, either through direct observation or by the presence of diagnostic sign (Table 3.4.4-1). All of these species are common to the area and none of these species are listed under the Federal or California Endangered Species Acts.

**Table 3.4.4-1**  
**List of Plant and Wildlife Species Observed on the Project Site**

Scientific name	Common name
<b>Plants</b>	
<i>Amsinckia</i> sp.	fiddleneck
<i>Bromus rubens</i>	red brome
<i>Cynodon dactylon</i>	Bermuda grass
<i>Eriogonum fasciculatum</i>	California buckwheat
<i>Erodium cicutarium</i>	red-stem filaree
<i>Lactuca serriola</i>	prickly lettuce
<i>Salsola kali</i>	Russian thistle
<i>Scismus arabicus</i>	Mediterranean grass
<b>Wildlife</b>	
<i>Carduelis psaltria</i>	lesser goldfinch
<i>Corvus brachyrhynchos</i>	American crow
<i>Corvus corax</i>	common raven
<i>Falco sparverius</i>	American kestrel
<i>Sturnella</i> sp.	meadow lark
<i>Sylvilagus audubonii</i>	desert cottontail*
<i>Zenaida macroura</i>	mourning dove
<i>Zonotrichia leucophrys</i>	white-crowned sparrow

\*Indicates sign (e.g., tracks, scat, burrow, or den) was observed.

### **Impact Analysis**

**Impact #3.4.4a – Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?**

The literature search indicated that there is potential for several special-status species to be present on or in the vicinity of the project. An evaluation of each of the potential special-status species, which included habitat requirements, the likelihood of required habitat to occur within the BSA, and a comparison to the California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS), and United States Fish and Wildlife Service's Information for Planning and Consultation (IPaC) records was conducted. The results of this evaluation concluded that seven plant species and 21 wildlife species with special status have a reasonable potential to occur on or near the project.

## Special-Status Species

### SPECIAL-STATUS PLANT SPECIES

Based on the survey and database queries, there are seven special-status plant species that have the potential to occur within the subject quadrangle and eight surrounding quadrangles: brittlescale (*Atriplex depressa*), recurved larkspur (*Delphinium recurvatum*), alkali sink goldfields (*Lasthenia chrysantha*), Panoche peppergrass (*Lepidium jaredii ssp. album*), mud nama (*Nama stenocarpa*), California alkali grass (*Puccinellia simplex*), and Sanford's arrowhead (*Sagittaria sanfordii*). There are only CNDDDB records for four of the seven special-status plant species within 10 miles of the BSA.

The project site has historically consisted of non-native grasses and ruderal vegetation with marginal disturbance from surrounding development. The adjacent land has been historically disturbed by residential, urban, and industrial development. None of the sensitive-plant species were observed during the survey, although the survey was not conducted during the blooming periods of any of the species. All project activities will be restricted to previously disturbed areas that would not support special-status plant species. Thus, no protective measures for special-status plant species are warranted.

### SENSITIVE WILDLIFE SPECIES

Based on the database queries there were 21 special-status wildlife species that were identified as having the potential to occur within the subject quadrangle and eight surrounding quadrangles. Nineteen of these species were eliminated from consideration due to the lack of suitable habitat. Delta smelt (*Hypomesus transpacificus*), giant garter snake (*Thamnophis gigas*), western pond turtle (*Emys marmorata*), vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardii*), western ridged mussel (*Gonidea angulata*), and western spadefoot (*Spea hammondi*) are dependent upon water bodies and/or vernal pools, which are not present within the BSA. There were no CNDDDB records for delta smelt, vernal pool fairy shrimp, or vernal pool tadpole shrimp in the nine-quad database query.

Swainson's hawk (*Buteo swainsoni*) is unlikely to forage or nest within the BSA or immediate vicinity. There is a sub-minimal prey base (e.g., small rodents) and no suitable foraging habitat (e.g., alfalfa fields) located in the general vicinity of the BSA. No suitable nesting habitat (e.g., large trees) is present in the nearby vicinity that is adjacent to suitable foraging habitat. Hoary bat (*Lasiurus cinereus*) roosts in the dense foliage of medium to large trees, typically in forests, which are not present on or near the Project. There are no elderberry shrubs (*Sambucus sp.*) in the BSA so the valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) would not be present. San Joaquin tiger beetle (*Cicindela tranquebarica joaquinensis*) is highly associated with sandy soils, which are not present in the BSA.

The monarch butterfly (*Danaus plexippus*) requires milkweed plants for reproduction and large stands of trees for overwintering, neither of which were observed in the BSA. There is

no suitable nesting or foraging habitat for black-crowned night heron (*Nycticorax nycticorax*), tricolored blackbird (*Agelaius tricolor*), western snowy plover (*Charadrius alexandrinus nivosus*), or yellow-headed blackbird (*Xanthocephalus xanthocephalus*), which require wetlands, marshes, dry lakes, or sandy beaches. There are no burrows suitable for blunt-nosed leopard lizard (*Gambelia sila*) or California glossy snake (*Arizona elegans occidentalis*). No kangaroo rat burrows were observed during the survey and the BSA does not support habitat suitable for Fresno kangaroo rat (*Dipodomys nitratooides exilis*) or Tipton kangaroo rat (*D. n. nitratooides*).

The remaining two species resulting from the database queries have the potential to occur within the project site and vicinity: burrowing owl (*Athene cunicularia*) and San Joaquin kit fox (*Vulpes macrotis mutica*). Nesting birds protected by the Federal Migratory Bird Treaty Act (MBTA) may also be present during the breeding season.

### *San Joaquin Kit Fox*

San Joaquin kit fox, a Federally Endangered and State Threatened species, has the potential to occur in the habitat surrounding the project, but is unlikely to den within the project footprint, although it could pass through as a transient. The nearest CNDDDB record for the species is from 2002 and approximately 3.2 miles northwest of the BSA, documenting one San Joaquin kit fox that was observed in a fallow agricultural field during a spotlighting effort (EONDX 66434). The non-native grassland provides only marginal denning habitat for the species and there were minimal small mammal burrows, so the natural prey base is likely limited. However, San Joaquin kit foxes are known to adapt well to urban, residential, and industrial areas and scavenge anthropogenic foods, located to the east, south, and west of the BSA. No known or potential kit fox dens or any sign of the species were observed during the survey.

Because the project supports only minimal habitat and is a small area, the development of the project area would not result in a significant loss of habitat for the species. If the species were to be present during construction activities, individual San Joaquin kit foxes could be injured or killed, or normal reproductive or foraging behaviors could be affected.

### *Burrowing Owl*

Burrowing owl (*Athene cunicularia*), a CDFW Species of Special Concern, has a very low potential to occur within the project. The nearest CNDDDB record is approximately 6.1 miles west of the project, where an active burrow was observed during routine surveys at the Lemoore Naval Air Station in 2000 (EONDX 77779). There were no suitable burrows observed in the BSA, and it supports only marginal foraging habitat, but the species is known to inhabit the region.

Because the project supports only marginal habitat for burrowing owl and is a small area, development of the project area would not result in a significant loss of habitat for the species. If the species were to be present during construction activities, individual burrowing

owls could be injured or killed, or normal reproductive or foraging behaviors could be affected.

### *Nesting Migratory Birds*

Migratory bird species are protected under the Federal MBTA. No active or inactive bird nests were observed during the survey, which was conducted outside of the typical avian breeding season (February 1 – September 30). The project and surrounding vicinity provide minimal suitable nesting habitat for a variety of bird species, which may nest in tree branches and cavities, shrubs, man-made structures, and directly on the ground. If nesting migratory birds are in the vicinity of the project during construction activities, individual birds could be injured or killed, or normal reproductive or foraging behaviors could be affected.

### **CONCLUSION**

The project footprint occurs upon non-native grassland that has been disked one to two years ago. The project and surrounding areas support mainly non-native grasses with scattered urban ruderal and ornamental species in the nearby commercial, industrial, and residential areas.

No special-status plant or wildlife species or their sign were observed during the survey.

It is very unlikely that any special-status plant species occur in the project area or in the vicinity due to historic disturbance, disking, and high volume of local traffic. No minimization, avoidance, or mitigation measures related to special-status plants is warranted.

There is a potential for special-status or protected wildlife species that could be impacted by project activities. Mitigation Measures MM BIO-1 through MM BIO-6, as provided below, would protect, avoid, and minimize impacts to these special-status wildlife species. When implemented, these measures would reduce impacts to these species to levels that are less than significant.

Through implementation of the mitigation measures listed below, impacts of the proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. Therefore, the project will have a less-than-significant impact with the incorporation of mitigation measures.

### **MITIGATION MEASURE(S)**

**MM BIO-1:** Prior to ground-disturbing activities, a qualified wildlife biologist shall conduct a biological clearance survey between 14 and 30 days prior to the onset of construction.

The clearance survey shall include walking transects to identify the presence of San Joaquin kit fox, burrowing owl, nesting birds, and other special-status species. The preconstruction

survey shall be walked by no greater than 30-foot transects for 100 percent coverage of the project and a 50-foot buffer, where feasible. If no evidence of special-status species is detected, no further action is required except measures BIO-4 through BIO-6 shall be implemented.

**MM BIO-2:** The following avoidance and minimization measures shall be implemented during all phases of the project to reduce the potential for impact from the project. They are modified from the *U.S. Fish and Wildlife Service Standardized Recommendations for Protection of the Endangered SJKF Prior to or During Ground Disturbance* (USFWS 2011, Appendix F).

- a. All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in securely closed containers. All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in securely closed containers and removed at least once a week from the construction or project site.
- b. Construction-related vehicle traffic shall be restricted to established roads and predetermined ingress and egress corridors, staging, and parking areas. Vehicle speeds shall not exceed 20 miles per hour (mph) within the project site.
- c. To prevent inadvertent entrapment of kit fox or other animals during construction, the contractor shall cover all excavated, steep-walled holes or trenches more than two feet deep at the close of each workday with plywood or similar materials. If holes or trenches cannot be covered, one or more escape ramps constructed of earthen fill or wooden planks shall be installed in the trench. Before such holes or trenches are filled, the contractor shall thoroughly inspect them for entrapped animals. All construction-related pipes, culverts, or similar structures with a diameter of four inches or greater that are stored on the project site shall be thoroughly inspected for wildlife before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If at any time an entrapped or injured kit fox is discovered, work in the immediate area shall be temporarily halted and USFWS and CDFW shall be consulted.
- d. Kit foxes are attracted to den-like structures such as pipes and may enter stored pipes and become trapped or injured. All construction pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the USFWS and CDFW have been consulted. If necessary, and under the direct supervision of the biologist, the pipe may be moved only once to remove it from the path of construction activity, until the fox has escaped.
- e. No pets, such as dogs or cats, shall be permitted on the project sites to prevent harassment, mortality of kit foxes, or destruction of dens.

- f. Use of anti-coagulant rodenticides and herbicides in project sites shall be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds shall observe labels and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and federal legislation, as well as additional project-related restrictions deemed necessary by the USFWS and CDFW. If rodent control must be conducted, zinc phosphide shall be used because of the proven lower risk to kit foxes.
- g. A representative shall be appointed by the project proponent who will be the contact source for any employee or contractor who might inadvertently kill or injure a kit fox or who finds a dead, injured, or entrapped kit fox. The representative shall be identified during the employee education program and their name and telephone number shall be provided to the USFWS.
- h. The Sacramento Fish and Wildlife Office of USFWS and CDFW shall be notified in writing within three working days of the accidental death or injury to a SJKF during project-related activities. Notification must include the date, time, and location of the incident or of the finding of a dead or injured animal and any other pertinent information. The USFWS contact is the Chief of the Division of Endangered Species, at the addresses and telephone numbers below. The CDFW contact can be reached at (559) 243-4014 and R4CESA@wildlifeca.gov.
- i. All sightings of the SJKF shall be reported to the California Natural Diversity Database (CNDDDB). A copy of the reporting form and a topographic map clearly marked with the location of where the kit fox was observed shall also be provided to the Service at the address below.
- j. Any project-related information required by the USFWS or questions concerning the above conditions, or their implementation may be directed in writing to the U.S. Fish and Wildlife Service at: Endangered Species Division, 2800 Cottage Way, Suite W 2605, Sacramento, California 95825-1846, phone: (916) 414-6620 or (916) 414-6600.
- k. New sightings of SJKF should be reported to the CNDDDB.

**MM BIO-3:** Within 14 days prior to the start of project ground-disturbing activities, a pre-activity survey with a 500-foot buffer shall be conducted by a qualified biologist knowledgeable in the identification of these species and approved by the CDFW. If dens/burrows that could support any of these species are discovered during the pre-activity survey conducted under MM BIO-1, the avoidance buffers outlined below should be established. No work would occur within these buffers unless the biologist approves and monitors the activity.

**San Joaquin Kit Fox:**

- Potential or Atypical den – 50 feet
- Known den – 100 feet
- Natal or pupping den – 500 feet, unless otherwise specified by CDFW

**MM BIO-4:** If construction is planned outside the nesting period for raptors (other than burrowing owl) and migratory birds (February 15 to August 31), no mitigation shall be required. If construction is planned during the nesting season for migratory birds and raptors, a preconstruction survey to identify active bird nests shall be conducted by a qualified biologist to evaluate the site and a 250-foot buffer for migratory birds and a 500-foot buffer for raptors. If nesting birds are identified during the survey, active raptor nests shall be avoided by 500 feet and all other migratory bird nests shall be avoided by 250 feet. Avoidance buffers may be reduced if a qualified onsite monitor determines that encroachment into the buffer area is not affecting nest building, the rearing of young, or otherwise affecting the breeding behaviors of the resident birds. Because nesting birds can establish new nests or produce a second or even third clutch at any time during the nesting season, nesting bird surveys shall be repeated every 30 days as construction activities are occurring throughout the nesting season.

No construction or earth-moving activity shall occur within a non-disturbance buffer until it is determined by a qualified biologist that the young have fledged (left the nest) and have attained sufficient flight skills to avoid project construction areas. Once the migratory birds or raptors have completed nesting and the young have fledged, disturbance buffers will no longer be needed and may be removed, and monitoring may cease.

**MM BIO-5:** A qualified biologist shall conduct a preconstruction survey on the project site and within 500 feet of its perimeter, where feasible, to identify the presence of the western burrowing owl. The survey shall be conducted between 14 and 30 days prior to the start of construction activities. If any burrowing owl burrows are observed during the preconstruction survey, avoidance measures shall be consistent with those included in the CDFW *Staff Report on Burrowing Owl Mitigation* (CDFG 2012). If occupied burrowing owl burrows are observed outside of the breeding season (September 1 through January 31) and within 250 feet of proposed construction activities, a passive relocation effort may be instituted in accordance with the guidelines established by the California Burrowing Owl Consortium (1993) and the California Department of Fish and Wildlife (2012). During the breeding season (February 1 through August 31), a 500-foot (minimum) buffer zone shall be maintained unless a qualified biologist verifies through noninvasive methods that either the birds have not begun egg laying and incubation or that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

In addition, impacts to occupied burrowing owl burrows shall be avoided in accordance with the following table unless a qualified biologist approved by CDFW verifies through non-invasive methods that either: (1) the birds have not begun egg laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance		
		Low	Med	High
Nesting Sites	April 1 – Aug 15	200 m	500 m	500 m
Nesting Sites	Aug 16 – Oct 15	200 m	200 m	500 m
Nesting Sites	Oct 16 – Mar 31	50 m	100 m	500 m

**MM BIO-6:** Prior to ground-disturbance activities, or within one week of being deployed at the project site for newly hired workers, all construction workers at the project site shall attend a Construction Worker Environmental Awareness Training and Education Program, developed and presented by a qualified biologist.

The Construction Worker Environmental Awareness Training and Education Program shall be presented by the biologist and shall include information on the life histories of special-status wildlife and plant species that may be encountered during construction activities, their legal protections, the definition of “take” under the Endangered Species Act, measures the project operator is implementing to protect the species, reporting requirements, specific measures that each worker must employ to avoid take of the species, and penalties for violation of the Act. Identification and information regarding special-status or other sensitive species with the potential to occur on the project site shall also be provided to construction personnel. The program shall include:

- An acknowledgment form signed by each worker indicating that environmental training has been completed.
- A copy of the training transcript and/or training video/CD, as well as a list of the names of all personnel who attended the training and copies of the signed acknowledgment forms, shall be maintained onsite for the duration of construction activities.

#### **LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant with mitigation incorporated*.

**Impact #3.4.4b – Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

The database queries identified one sensitive natural community, the Valley Sink Scrub with the potential to occur in the vicinity of the project. The nearest and only CNDDDB occurrence of Valley Sink Scrub is approximately 2.8 miles southwest of the project (EONDX 16344). This sensitive natural community, or any other sensitive natural community, was not observed during the survey and the BSA is highly disturbed. The BSA is not located within a river or an area that encompasses a river or potential floodplain and does not contain nor is near any riparian habitat. The proposed project would not have a substantial impact to any riparian habitat or other sensitive natural community.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

There would be *no impact*.

**Impact #3.4.4c – Would the project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

The United States Army Corps of Engineers (USACE) has regulatory authority over the Clean Water Act (CWA), as provided for by the EPA. The USACE has established specific criteria for the determination of wetlands based on the presence of wetland hydrology, hydric soils, and hydrophilic vegetation. There are no federally protected wetlands or vernal pools that occur within the project.

Wetlands, streams, reservoirs, sloughs, and ponds typically meet the criteria for federal jurisdiction under Section 404 of the CWA and State jurisdiction under the Porter-Cologne Water Quality Control Act. Streams and ponds typically meet the criteria for State jurisdiction under Section 1602 of the California Fish and Game Code.

The NWI and NHD did not identify any features within the BSA. The biological survey did not identify any other features on or near the project that would meet the criteria for either federal or State jurisdiction. Accordingly, there are no wetlands or Waters of the U.S. occurring on the project site. There would be no impact to federally or State protected wetlands or waterways as a result of the proposed project. Therefore, the project would have no impact.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

There would be *no impact*.

**Impact #3.4.4d – Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Wildlife migratory corridors are described as a narrow stretch of land that connects two open pieces of habitat that would otherwise be unconnected. These routes provide shelter and sufficient food supplies to support wildlife species during migration. Movement corridors generally consist of riparian, woodlands, or forested habitats that span contiguous acres of undisturbed habitat and are important elements of resident species' home ranges.

The project falls within the Pacific Flyway, a significant migratory route encompassing the West Coast of North America, but the project represents a very small land acreage within this territory and does not support any significant migratory stopover habitat. The proposed project and surrounding area do not occur within a known terrestrial migration route, significant wildlife corridor, or linkage area as identified by the Essential Habitat Connectivity Project (Spencer, W.D., et al, 2010). The survey conducted for the project did not provide evidence of a wildlife nursery or important migratory habitat being present on the project site. Migratory birds and raptors could use habitat on and near the project for foraging and/or as stopover sites during migrations or movement between local areas.

The project will not restrict, eliminate, or significantly alter a wildlife movement corridor, wildlife core area, or Essential Habitat Connectivity area, either during construction or after the project has been constructed. Project construction will not substantially interfere with wildlife movements or reduce breeding opportunities.

The proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Therefore, the project's impacts would be less than significant.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.4e – Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

The project is subject to the City of Lemoore General Plan (City of Lemoore 2008), which includes a conservation and open space chapter. This chapter provides guidance on the protection of listed plant and wildlife species, wetlands, and other sensitive biological resources. The project will implement mitigation measures such as those listed above (MM BIO-1 through BIO-6) to be consistent with the goals and policies of the General Plan. Therefore, the implementation of the proposed project would have no conflict related to any adopted local policies or ordinances protecting biological resources.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.4f – Would the project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?**

The project is not located within any Natural Community Conservation Plan or any other local, regional, or State Conservation Plan. With mitigation, the proposed project would not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan. There would be no impact related to the project.

***MITIGATION MEASURE(S)***

No mitigation is required.

***LEVEL OF SIGNIFICANCE***

There would be *no impact*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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### 3.4.5 - CULTURAL RESOURCES

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

The analysis below is based on a cultural resource records search (QK, 2023) found in Appendix B of this document.

#### Impact #3.4.5a – Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?

The City of Lemoore 2030 General Plan states there are currently no buildings or structures listed in the National Register of Historic Places or as California Historic Landmarks. However, there are 37 sites listed as having local historic significance located within the downtown district (City of Lemoore, 2008). The project site is not in close proximity to downtown Lemoore, and none of these identified historic resources would be impacted by the project.

In accordance with SB 18 and AB 52, a NAHC Sacred Land Files records search was requested. A positive response from the NAHC was received on March 15, 2023, which is included in Appendix B of this document.

A records search of site files and maps was conducted at the Southern San Joaquin Valley Archaeological Information Center, California State University, Bakersfield(#23-078). The results indicated that approximately 11 acres of the northwest portion of the subject property had been surveyed for cultural resources. One historical resource had been recorded on the property near its southern boundary. This was a wooden dairy barn dating to the early decades of the 20th century. According to a site record (P-16-000197) prepared by Caltrans historic property evaluators, the barn was judged ineligible for listing on State or federal registers (QK, 2023). The site was viewed by aerial imagery, and a site visit confirmed that the barn is no longer extant on the property.

Nine additional cultural resource studies had been conducted within a half-mile of the project site. One historic period cultural resource, a single-family residence (P-16-000269) has been recorded within one half-mile of the project. This resource will not be impacted by the project. No prehistoric cultural resources have been identified within a half-mile radius of the site.

However, there is still a possibility that unknown historical or archaeological materials may be exposed during construction. Grading and trenching, as well as other ground-disturbing actions, have the potential to damage or destroy these previously unidentified and potentially significant cultural resources within the project area, including historical or archaeological resources. Disturbance of any deposits that have the potential to provide significant cultural data would be considered a significant impact. To reduce the potential impacts of the project on cultural resources, the following measures are recommended. Mitigation Measure MM CUL-1 would require that a qualified archeologist conduct a cultural resource assessment survey of the project site prior to the issuance of grading or building permits. MM CUL-2 would require consultation with interested tribal groups to determine the need for a tribal monitor or the long-term curation of artifacts if found on the site. MM CUL-3 requires that a tribal monitor be present to conduct a surface inspection of the site prior to construction activities and also be present during initial grading and construction activities. This ensures that a qualified individual is present to identify and address cultural resources prior to and during project construction and reduce potential adverse impacts on cultural resources. Additionally, MM CUL-4 provides the implementation of procedure should human remains be unearthed during project construction. With implementation of MM CUL-1 through MM CUL-4, impacts to cultural resources would be less than significant.

#### ***MITIGATION MEASURE(S)***

**MM CUL-1:** Prior to the issuance of building permits, a qualified archeologist shall conduct a cultural resource survey of the project site. If prehistoric or historic-era cultural materials are encountered as a result of the survey, the qualified archeologist shall make recommendations and take further measures to avoid impacts on cultural resources. These measures can include avoidance, testing, and evaluation or data recovery excavation.

**MM CUL-2:** Prior to any ground disturbance, the applicant shall offer interested tribes the opportunity to provide a Native American Monitor during ground-disturbing activities during construction. Tribal participation would be dependent upon the availability and interest of the tribe.

Upon coordination with the Lead Agency, any archaeological artifacts recovered shall be donated to an appropriate Tribal Custodian or a qualified scientific institution where they would be afforded long-term preservation. Documentation for the work shall be provided in accordance with applicable cultural resource laws and guidelines.

**MM CUL-3:** If requested, prior to any ground disturbance, a surface inspection of the site shall be conducted by a Tribal Monitor. The Tribal Monitor shall monitor the site during initial grading or ground-disturbance activities. The Tribal Cultural Staff shall provide

preconstruction briefings to supervisory personnel and any excavation contractor, which will include information on potential cultural material finds and, on the procedures, to be enacted if resources are found. Tribal participation would be dependent upon the availability and interest of the tribe.

If prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified archaeologist can evaluate the find and make recommendations. Cultural resource materials may include prehistoric resources such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the qualified archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation. Implementation of the mitigation measure would ensure that the proposed project would not cause a substantial adverse change in the significance of a historical resource.

The Lead Agency along with other relevant or tribal officials shall be contacted upon the discovery of cultural resources to begin coordination on the disposition of the find(s). Treatment of any significant cultural resources shall be undertaken with the approval of the Lead Agency.

**MM CUL-4:** If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297), and Senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. Section 7050.5(c) shall guide the potential Native American involvement, in the event of the discovery of human remains, at the direction of the county coroner.

#### **LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant with mitigation incorporated*.

**Impact #3.4.5b – Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?**

See discussion of Impact #3.4.5a above.

#### **MITIGATION MEASURE(S)**

Implement MM CUL-1 through MM CUL-4.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant with mitigation incorporated*.

**Impact #3.4.5c – Would the project disturb any human remains, including those interred outside of formal cemeteries?**

Human remains are not known to exist within the project area, nor is there a known cemetery located onsite or in the vicinity. However, construction would involve earth-disturbing activities, and it is still possible that human remains may be discovered, possibly in association with archaeological sites. MM CUL-4 has been included in the unlikely event that human remains are found during ground-disturbing activities. Impacts would be less than significant with implementation of mitigation.

**MITIGATION MEASURE(S)**

Implement MM CUL-4.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant with mitigation incorporated*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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### 3.4.6 - ENERGY

Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

### Discussion

The following analysis is based on project data provided by the applicant, the AQIA (Trinity Consultants, 2023), and available energy resource consumption data.

#### Impact #3.4.6a – Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The proposed project would involve the use of energy during construction and operation. Energy use during the construction phase would be in the form of fuel consumption (e.g., gasoline and diesel fuel) to operate heavy equipment, light-duty vehicles, and machinery. The long-term operation of the proposed includes electricity and natural gas service to power internal and exterior building lighting, and heating and cooling systems. In addition, the increase in vehicle trips associated with the project would increase fuel consumption within the City.

Electricity service for the proposed project would be provided by Pacific Gas and Electric Company (PG&E). The PG&E and State of California 2021 power mix is detailed in Table 3.4.6-1. Energy usage by sector is outlined in Table 3.4.6-2.

PG&E also maintains approximately 42,141 miles of gas distribution pipelines and 6,438 miles of gas transmission pipelines (PG&E, 2021). Table 3.4.6-3 below presents natural gas consumption by sector for PG&E in 2021.

**Table 3.4.6-1**  
**PG&E and the State of California 2021 Power Mix**

<b>Energy Resource</b>	<b>PG&amp;E Power Mix</b>	<b>California-Wide Power Mix</b>
Eligible Renewable	31%	33%
<i>Biomass &amp; Biowaste</i>	3%	3%
<i>Geothermal</i>	3%	5%
<i>Small Hydroelectric</i>	1%	1%
<i>Solar</i>	16%	13%
<i>Wind</i>	8%	11%
Coal	0%	3%
Large Hydroelectric	10%	12%
Natural Gas	16%	37%
Nuclear	43%	9%
Other	0%	0%
Unspecified <sup>1</sup>	0%	5%
<b>Total</b>	<b>100%</b>	<b>100%</b>

Source: (PG&E, 2021)

<sup>1</sup> Electricity from transactions that are not traceable to the specific generation source

**Table 3.4.6-2**  
**Electricity Consumption in PG&E Service Area (2021)**

<b>Agricultural and Water Pump</b>	<b>Commercial Building</b>	<b>Commercial Other</b>	<b>Industry</b>	<b>Mining and Construction</b>	<b>Residential</b>	<b>Total Streetlight</b>	<b>Usage</b>
7,446	26,009	3,869	9,958	1,764	29,229	310	78,587

Source: (California Energy Commission, 2021)

Note: All usage is expressed in millions of kWh (GWh).

**Table 3.4.6-3**  
**Natural Gas Consumption in PG&E Service Territory (2021)**

<b>Agricultural and Water Pump</b>	<b>Commercial Building</b>	<b>Commercial Other</b>	<b>Industry</b>	<b>Mining and Construction</b>	<b>Residential</b>	<b>Total Usage</b>
52	834	50	1,428	223	1,876	4,467

Source: (California Energy Commission, 2021)

Note: All usage expressed in Millions of Therms

In 2005, Kings County consumed 1,286 million kWh of electricity. Non-residential users were responsible for about 75 percent of all electricity consumption in the County, and users overall (residential and non-residential) consumed an average of 8,858 kWh per capita (City of Lemoore, 2010).

The proposed project's estimated energy usage calculated using CalEEMod and shown in the CalEEMod output files in Appendix A is summarized and compared to statewide usage in

Table 3.4.6-4. As shown in 3.4.6-4, the proposed project would make a minimal contribution to statewide energy consumption in these categories.

**Table 3.4.6-4**  
**Estimated Project-Related Energy Usage**

Land Use	Energy Type	Energy Usage	Annual StateWide Energy Use	Project % of StateWide Energy
Gas Station/Mini-Mart/Fast Food Restaurant w/ Drive Thru	Natural Gas (kBTU/yr)	666,341	-	-
	Electricity (kWh/yr)	135,092	-	-
Light Industrial	Natural Gas (kBTU/yr)	1,986,300	-	-
	Electricity (kWh/yr)	881,100	-	-
<b>Total Energy Usage</b>	Natural Gas (kBTU/yr)	<b>2,652,641</b>	<b>189,082,861,453</b> (California Energy Commission, 2021)	<b>0.0014%</b>
	Electricity (kWh/yr)	<b>1,016,192</b>	<b>280,738,000,000</b> (California Energy Commission, 2021)	<b>0.00036%</b>

Source: Appendix A

The construction and operation of the project would comply with all applicable federal, State, and local regulations regulating energy usage. The project will implement Title 24 Energy Efficiency Standards and CalGreen Code requirements for new construction that may include rooftop solar, double-pane windows, electric vehicle charging, LED lights, low-flow toilets, faucets drip irrigation, and the use of drought-tolerant landscaping to increase water conservation.

The project would comply with the SJVAPCD requirements regarding the limitation of vehicle idling, and the use of fuel-efficient vehicles and equipment, to the extent feasible. Energy-saving strategies will be implemented where possible to further reduce the project's energy consumption, during the construction phase. Strategies being implemented include those recommended by the California Air Resources Board (CARB) that may reduce both the project's energy consumption, including diesel anti-idling measures, light-duty vehicle technology, usage of alternative fuels such as biodiesel blends and ethanol, and heavy-duty vehicle design measures to reduce energy consumption. As such, impacts would be less than significant.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.6b – Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?**

See Impact #3.4.6a.

The proposed project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. The project will comply with Title 24 Energy Efficiency Standards and CalGreen Code requirements for double-pane windows, electric vehicle charging, LED lights, low-flow toilets, and faucets to increase water conservation. Energy would also be indirectly conserved through water-efficient landscaping requirements consistent with the City's adopted Water Efficient Landscaping Ordinance with the use of drip irrigation and drought-tolerant landscaping.

Stringent solid waste recycling requirements applicable to both project construction and operation would reduce energy consumed in solid waste disposal. In summary, the project will implement all mandatory federal, State, and local conservation measures, and project design features, and voluntary energy conservation measures will further reduce energy demands. Therefore, the project will not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Project-related impacts are less than significant.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>3.4.7 - GEOLOGY AND SOILS</b>				
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including Liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## **Discussion**

**Impact #3.4.7a(i) – Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

According to the City of Lemoore 2030 General Plan, there are no known major fault systems within Lemoore (City of Lemoore, 2008). The greatest potential for geologic disaster in the City is posed by the San Andres Fault, which is located approximately 60 miles west of the Kings County boundary line within Monterey County.

The project site is not located within an Alquist-Priolo earthquake fault zone (California Department of Conservation, 2023). There are no active fault traces in the project vicinity. Accordingly, the project area is not within an earthquake fault zone.

The General Plan contains a number of policies that would minimize impacts relating to the rupture of a known fault. Development of the proposed gas station/mini-mart and the future industrial area would adhere to all applicable policies of the General Plan and California Building Code for accepted structural standards and minimize the risk of loss, injury, or death. Therefore, impacts would be less than significant.

## **MITIGATION MEASURE(S)**

No mitigation is required.

## **LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.7a(ii) – Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?**

See response to Impact #3.4.7a.

Secondary hazards from earthquakes include ground shaking/rupture. Since there are no known faults within the immediate area, ground shaking/rupture from surface faulting, seiches, and landslides would not impact the area. Liquefaction potential (sudden loss of shear strength in saturated cohesionless soil) should be low since groundwater occurs below 180 feet (RMA Geoscience, 2023). Lastly, deep subsidence problems may be low to moderate according to the conclusions of the Five County Seismic Safety Element. However, there are no known occurrences of structural or architectural damage due to deep subsidence in the Lemoore area. While such seismic shaking would be less severe than an earthquake that

originates at a greater distance from the project site, the side effects could potentially be damaging to buildings and supporting infrastructure. The project is required to design commercial and industrial buildings and associated infrastructure to withstand substantial ground shaking in accordance with all applicable State laws and applicable codes included in the California Building Code (CBC) Title 24 for earthquake construction standards and building standards code including those relating to soil characteristics (California Building Standards Commission, 2022). The project shall adhere to all applicable local and State regulations to reduce any potentially significant impacts to structures resulting from strong seismic ground shaking at the project site. Therefore, project impacts would be less than significant.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.7a(iii) - Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?**

See discussion of Impacts #3.4.7a(i) and a(ii) above.

The potential magnitude/geographic extent of expansive liquefaction erosion was deemed 'negligible' and its significance 'low' throughout the City (City of Lemoore, 2021). Liquefaction is possible in local areas during a strong earthquake or other seismic ground shaking, where unconsolidated sediments coincide with a high-water table. However, the groundwater occurs below 90 feet which means liquefaction potential would be low. Therefore, impacts would be less than significant.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.6a(iv) – Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?**

See Impact #3.4.6a(ii).

The land is relatively flat with no significant topological features. As such, there is no potential for rock falls and landslides to impact the project in the event of a major earthquake, as the area has no dramatic elevation changes.

The site's topography would not change substantially as a result of project development since the site is essentially flat in nature with no surrounding slopes, and it is not considered to be prone to landslides. The project would not expose people or structures to potential substantial adverse effects from landslides. Therefore, there would be no impact.

***MITIGATION MEASURE(S)***

No mitigation is required.

***LEVEL OF SIGNIFICANCE***

There would be *no impact*.

**Impact #3.4.7b – Would the project result in substantial soil erosion or the loss of topsoil?**

Construction activities associated with the proposed project will disturb surface vegetation and soils during construction and would expose these disturbed areas to erosion by wind and water. To reduce the potential for soil erosion and loss of topsoil, the project would comply with the State Water Resources Control Board's (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit (No. 2012-0006-DWQ) during construction. Under the NPDES, the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) are required for construction activities that would disturb an area of one acre or more. A SWPPP must identify potential sources of erosion or sedimentation as well as identify and implement Best Management Practices (BMPs) that ensure reduce erosion. Typical BMPs intended to control erosion include sandbags, retention basins, silt fencing, street sweeping, etc. The project includes the development of a retention basin in the northeast portion of the site to maintain stormwater onsite as required by the City.

Mitigation Measure MM GEO-1 requires the approval of a SWPPP to comply with the NPDES General Construction Permit. The project will comply with all the grading requirements as outlined in Title 24 and Appendix J of the California Building Code (UpCodes, 2022). The project is not expected to result in substantial soil erosion or the loss of topsoil with the incorporation of Mitigation Measure MM GEO-1.

Once constructed, the project will have both impermeable surfaces as well as permeable surfaces. Impermeable surfaces would include roadways, driveways, parking lots, and building sites. Permeable surfaces would include any landscaped areas and open spaces. As noted above, the project will include the installation of a retention basin and stormwater will be directed to the basin.

Overall, the development of the project would not result in conditions where substantial surface soils would be exposed to wind and water erosion. Therefore, impacts would be less than significant with the incorporation of MM GEO-1.

**MITIGATION MEASURE(S)**

**MM GEO-1:** If the proposed development will disturb an area of one or more acres, prior to issuing of grading or building permits, the project applicant shall submit to the City: (1) the approved Stormwater Pollution Prevention Plan (SWPPP) and (2) the Notice of Intent (NOI) to comply with the General National Pollutant Discharge Elimination System (NPDES) from the Central Valley Regional Water Quality Control Board. The requirements of the SWPPP and NPDES shall be incorporated into design specifications and construction contracts. Recommended Best Management Practices for the construction phase may include the following:

- Stockpiling and disposing of demolition debris, concrete, and soil properly.
- Protecting existing storm drain inlets and stabilizing disturbed areas.
- Implementing erosion controls.
- Properly managing construction materials.
- Managing waste, aggressively controlling litter, and implementing sediment controls.

Evidence of the approved SWPPP shall be submitted to the Lead Agency.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant with mitigation incorporated*.

**Impact #3.4.7c – Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?**

See discussion in Impacts #3.4.7a(iii) and 3.4.7a(iv) above

As previously discussed, the site soils are considered stable in that there is not a potential of onsite or offsite landslides, lateral spreading, subsidence, or collapse. As discussed in Impact #3.4.7a(iii), the project site soils have a low overall potential for significant liquefaction to occur at the site. All structures would be subject to all IBC and CBC earthquake construction standards, including those relating to soil characteristics. Additionally, the site is not located near any areas with a sufficient slope that could result in offsite landslides. Moreover, the project will be designed by an engineer to resist potential side-effects of spreading, subsidence, liquefaction, or collapse.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.7d – Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

See Impacts #3.4.7b and c.

Expansive clay soils are subject to shrinking and swelling due to changes in moisture content over the seasons. These changes can cause damage or failure to foundations, utilities, and pavements. During periods of high moisture content, expansive soils under foundations can heave and result in structures lifting. In dry periods, the same soils can collapse and result in the settlement of structures.

There are two types of soil found within the project site, these are Grangeville sandy loam and Lemoore sandy loam (Natural Resources Conservation Service, 2023). Generally, clay soils are considered to be expansive in nature, while loam and sandy soils drain well, which makes them non-expansive. Given that the soils are sandy loams, they would not be expansive. There are no other known soil types adjacent to the project site. The project would comply with all applicable safety regulations and building codes. Therefore, there would be less-than-significant impacts.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.7e – Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?**

Refer to *Section 3.4.19 - Utilities and Service Systems*.

The proposed project does not include the development or use of septic tanks or alternative wastewater disposal systems as the project would connect to the City's existing sewer system. Future development of the industrial zoned parcels would be subject to review and permit by the City of Lemoore and require connection to City services. Therefore, there would be no impact.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

There would be *no impact*.

**Impact #3.4.7f – Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

The project intends to use undisturbed land; all construction will be conducted within the footprint of the existing campus. There are no unique geological features or known fossil-bearing sediments expected to be in the vicinity of the project site. However, there remains the possibility for previously unknown, buried paleontological resources or unique geological sites to be uncovered during subsurface construction activities. Therefore, this would be a potentially significant impact. However, MM GEO-2, requires that if unknown paleontological resources are discovered during construction activities, work within a 25-foot buffer would cease until a qualified paleontologist determined the appropriate course of action. With implementation of MM GEO-2, the project will have a less-than-significant impact.

**MITIGATION MEASURE(S)**

**MM GEO-2:** If any paleontological resources are encountered during ground-disturbance activities, all work within 25 feet of the find shall halt until a qualified paleontologist as defined by the Society of Vertebrate Paleontology Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (2010), can evaluate the find and make recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the Natural History Museum of Los Angeles County or another appropriate facility regarding any discoveries of paleontological resources.

If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations, and fossil recovery may be required to mitigate adverse impacts from project implementation. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, they shall be avoided to ensure no adverse effects or such effects must be mitigated. Construction in that area shall not resume until the resource-appropriate measures are recommended or the materials are determined to be less than significant. If the resource is significant and fossil recovery is the identified form of treatment, then the fossil shall be deposited in an accredited and permanent scientific institution. Copies of all correspondence and reports shall be submitted to the Lead Agency.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant with mitigation incorporated*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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### 3.4.8 - GREENHOUSE GAS EMISSIONS

Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?        | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

#### Discussion

Analysis of greenhouse gases (GHG) is based on the AQIA prepared for the project (Trinity Consultants, 2023), which is included in Appendix A of this document.

#### Impact #3.4.8a – Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The project would generate GHGs from electricity use and the combustion of gasoline/diesel fuels, each of which is regulated near the top of the supply-chain. As such, each citizen of California (including the operator of the project) will have no choice but to purchase electricity and fuels produced in a way that is acceptable to the California market. Thus, project GHG emissions will be consistent with the relevant plan (i.e., AB 32 Scoping Plan). The project would meet its fair share of the cost to mitigate the cumulative impact of global climate change because SHP is purchasing energy from the California market. Thus, the project would have a less-than-significant impact on applicable GHG reduction plans.

Several new laws and executive orders were adopted that require additional reductions in years after 2020. For instance, Senate Bill 32 requires that GHG emissions be 40 percent less than 1990 levels by 2030. More drastic still, Senate Bill 100 which was signed by the Governor recently requires 100 percent zero-carbon electricity by 2045. On the day SB 100 was signed into law, the Governor also signed Executive Order B-55-18 which commits California to total, economy-wide carbon neutrality by 2045 (Trinity Consultants, 2023).

The SJVAPCD does not have thresholds or guidance regarding the significance of GHG emissions. However, South Coast Air Quality Management District (South Coast AQMD), adopted an Interim GHG Significance Threshold. For these reasons, project GHG emissions levels presented in Table 3.4.8-1 are primarily for disclosure purposes because impact analysis for the project follows the approach certified by South Coast. The approach used by

South Coast AQMD to assess GHG impacts recognizes that consumers of electricity and transportation fuels are, in effect, regulated by requiring providers and importers of electricity and fuel to participate in the GHG Cap-and-Trade Program and other programs (e.g., low carbon fuel standard, renewable portfolio standard, etc.). Each such sector-wide program exists within the framework of AB 32 and its descendant laws the purpose of which is to achieve GHG emissions reductions consistent with the AB 32 Scoping Plan.

The construction and operation of this project will result in GHG emissions. The project as a whole is not expected to generate GHGs either directly or indirectly that may have a significant impact on the environment. The project's GHG emissions are primarily from mobile source activities and are shown in Table 3.4.8-1.

**Table 3.4.8-1**  
**Estimated Annual Greenhouse Gas Emissions (MT/Year)**

	CO <sub>2</sub> Emissions	CH <sub>4</sub> Emissions	N <sub>2</sub> O Emissions	CO <sub>2</sub> e Emissions
<b>Construction Emissions</b>				
Total	528.97	0.12	0.01	533.80
<b>Operational Emissions</b>				
Area Emissions	0.00	0.00	0.00	0.00
Energy Emissions	235.58	0.02	0.00	237.35
Mobile Emissions	2,620.50	0.26	0.22	2,693.67
Water Emissions	33.70	1.99	0.00	83.50
Waste Emissions	20.09	0.80	0.02	45.73
Total Project	2,909.87	3.07	0.25	3,060.25
<b>Operational Emissions</b>				
Annualized Construction Emissions	17.63	0.00	0.00	17.79
<b>Project Emissions</b>	<b>2,909.87</b>	<b>3.07</b>	<b>0.25</b>	<b>3,060.25</b>

Source: (Trinity Consultants, 2023)

Because climate change is a global issue, a development project like the proposed project, on an individual basis, does not have a reasonable potential to result in a measurable significant impact on global warming or climate change. However, the project would contribute to cumulative GHG emissions that cumulatively result in environmental and health effects associated with climate change across California, the country, and the world. The project's emissions would only be a very small fraction of the statewide GHG emissions. Regardless, given the position of the legislature in AB32 which states that global warming poses serious detrimental effects, and the requirements of CEQA for the Lead Agency to determine if a project would have a cumulatively considerable contribution, the effect of the project's CO<sub>2</sub> contribution may be considered cumulatively considerable. The strategies currently being implemented by CARB can help in reducing the project's GHG emissions and are summarized below:

- Vehicle Climate Change Standards – AB 1493 (Pavley required the State to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light-duty trucks. Regulations were adopted by CARB in September 2004.
- Diesel Anti-Idling - In July 2004, CARB adopted a measure to limit diesel-fueled retail motor vehicle idling to five minutes or less.
- Other Light-Duty Vehicle Technology – New standards would be adopted to phase in beginning in the 2017 model year.
- Alternative Fuels: Biodiesel Blends – CARB would develop regulations to require the use of one percent to four percent biodiesel displacement of California diesel fuel.
- Alternative Fuels: Ethanol – Increased use of ethanol fuel.
- Heavy-Duty Vehicle Emission Reduction Measures – Increased efficiency in the design of heavy-duty vehicles and an educational program for the heavy-duty vehicle sector.

Any further feasible emissions reductions would be accomplished through CARB regulations adopted pursuant to AB 32. Overall, the impacts to occur during the construction would be short-term and temporary in nature. As there are no current significance thresholds to quantify construction emissions and because construction-related impacts are considered temporary they are, therefore, generally considered less than significant. In addition, the construction and operation of the proposed project would still have to comply with the SJVAPCD's regulations and requirements as discussed in the air quality section.

The project will not result in the emissions of hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), or sulfur hexafluoride (SF<sub>6</sub>), the other gases identified as GHG in AB32. The proposed project will be subject to any regulations developed under AB32 as determined by CARB. Therefore, it is anticipated that the project will not generate significant long-term GHG emissions over its lifetime, and impacts would be less than significant for GHG emission impacts.

#### **MITIGATION MEASURES**

No mitigation is required.

#### **LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*

**Impact #3.4.8b – Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

See response to Impact #3.4.8a.

The analysis above takes into account the cumulative nature of the energy industry and recognizes that consumers of electricity and diesel fuel are in effect regulated by higher-level emissions restrictions on the producers of these energy sources. Therefore, the project's contribution to cumulative global climate change impacts would not be cumulatively

considerable. The proposed project is not expected to result in significant GHG emissions and would not conflict with State GHG emission reduction goals.

***MITIGATION MEASURES***

No mitigation is required.

***LEVEL OF SIGNIFICANCE***

Impacts would be *less than significant*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>3.4.9 - HAZARDS AND HAZARDOUS MATERIALS</b>				
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires??	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## ***Discussion***

Analysis in this section is based on the Phase I Environmental Site Assessment (ESA) prepared for the project (RMA Geoscience, 2023), which is included in Appendix C of this document.

**Impact #3.4.9a –Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

## ***Construction***

Project construction-related activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction-related activities. As such, these materials could expose human health or the environment to undue risks associated with their use and no significant impacts will occur during construction activities.

Transportation, storage, use, and disposal of hazardous materials during construction activities will be required to comply with applicable federal, State, and local statutes and regulations. Transportation of hazardous materials is regulated by the U.S. Department of Transportation and Caltrans. Additionally, the City's routes that have been designated for hazardous materials transport would be used. Any hazardous waste or debris that is generated during the construction of the proposed project would be collected and transported away from the site and disposed of at an approved offsite landfill or another such facility. In addition, sanitary waste generated during construction would be managed through the use of portable toilets, which would be located at reasonably accessible onsite locations.

Operation of the proposed facilities would involve the routine use and storage of hazardous materials, which includes storage of gasoline in the project's underground fuel storage tanks (UST), as well as delivery of gasoline and subsequent refilling of the tanks. Gasoline is considered a hazardous waste, and therefore, the installation and operation of underground fuel storage tanks are regulated by a variety of State and local agencies.

Development of the gas station/mini-mart would include the installation of UST which would be regulated by the State Water Resources Control Board (SWRCB) and Kings County Department of Public Health, which is the Certified Unified Program Agency (CUPA). The installation and operation of UST will be in compliance with local and State regulations related to UST and hazardous materials. Therefore, the construction of the gas station/mini-mart would not create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Development of uses associated with the industrial park portion of the project site would be subject to the same regulations and permitting standards as noted above.

**Operation**

The California Environmental Protection Agency (CalEPA) oversees the statewide implementation of the Hazardous Materials Business Plan (HMBP), which aims to prevent or minimize harm to public health and safety, and the environment from the release or threatened release of hazardous material. The minimum reporting quantities for hazardous materials is 55 gallons for liquids, 500 pounds for solids, or 200 cubic feet for compress gas. If a business handles hazardous materials at or in excess of the minimum thresholds, a HMBP is required to be prepared and approved by the State and local jurisdictions. The project developer/operator will be required to submit information to the California Environmental Reporting System (CERS), Kings County Department of Public Health, and the City of Lemoore regarding the use and storage of hazardous materials. Both the proposed gas station/mini-mart and future industrial uses would be subject to the HMBP requirements if they handle hazardous materials in excess of minimum reporting quantities.

Based on the analysis above, project construction and operation are not anticipated to result in significant impacts as a result of the transportation, use, or disposal of hazardous materials. Therefore, impacts would be less than significant.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.9b – Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

See Impact #3.4.9a.

The preparation of the Phase I ESA included a site reconnaissance of the subject property, a review of historical documents related to land use, and a database search of federal, State, and local regulatory agencies. Historical land use was determined that by 1927, the subject property was occupied with agricultural land, and by 1994 the subject property appeared to be vacant land (RMA Geoscience, 2023). A review of federal, State, and local databases indicated that the subject site is not listed on any database. The Phase I ESA concluded that no Recognized Environmental Conditions (REC) in connection to the subject site were found.

There are no active Geologic Energy Management Division (CalGEM) identified oil or gas fields in the project vicinity, and there are no known existing or historical oil wells on the project site (CalGEM, 2023). As such, it is not expected that any wells would be impacted by the project.

Hazardous materials handling on the project site during construction activities may result in soil and groundwater contamination from accidental spills. The proposed gas station/mini-mart, construction would be required to prepare and implement a SWPPP as required per MM GEO-1.

As discussed under response Impact #3.4.9a, the project would involve the routine use and storage of hazardous materials, which includes storage of gasoline in UST, as well as delivery of gasoline and subsequent refilling of the tanks. As such, the installation and operation of underground fuel storage tanks are regulated by a variety of State and local agencies. The project will comply with the applicable regulations and codes during operation, and the impacts would be less than significant.

In addition, construction and operational activities will also be required to comply with the California Fire Code to reduce the risk of potential fire hazards. The City's Fire Department will be responsible for enforcing provisions of the Fire Code and will review project plans and specs prior to the issuance of building permits. The proposed project is not anticipated to create a significant hazard to the public or the environment and impacts would be less than significant.

**MITIGATION MEASURE(S)**

Implementation of MM GEO-1.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant with mitigation incorporated*.

**Impact #3.4.9c – Would the project emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

P.W. Engvall Elementary School is approximately 0.51 miles north, and Lemoore Union Elementary School is approximately 0.67 miles northeast of the project site.

Construction of the project would require the use of minimal hazardous materials and require implementation of BMPs when handling any hazardous materials, substances, or waste. As noted in Impact #3.4.3a–b, emissions of criteria pollutants during construction and operational activities are expected to be less than significant.

Operation of the project is anticipated to follow State and local requirements for the handling and disposal of hazardous materials as outlined in Impact #3.4.9a–b. Future development and operation of industrial uses would be subject to similar development and operation practices as noted above. The development of the gas station/mini-mart and future industrial uses would be more than one-quarter mile of a school and would, therefore, result in less-than-significant impacts.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.9d – Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

There are no REC identified on the property, and the property is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and the Department of Toxic Substances Control (RMA Geoscience, 2023). Therefore, there would be a less-than-significant impact.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.9e – For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

Naval Air Station Lemoore (NAS Lemoore) runways are located approximately nine miles to the west of the project site. The project is not within the identified Air Installations Compatible Use Zones and would not conflict with military operations (Department of the Navy, 2010).

There are no public airports within two miles of the project site. The closest public airport is the Hanford Municipal Airport, located approximately nine miles east of the project. The project is not within an airport land use compatibility plan area. The construction and operation of the project would not result in the generation of noise levels beyond those that exist in the surrounding area. Therefore, the project would not expose people residing or working in the project area to excessive noise levels due to proximity to an airport, and there would be no impact.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

There would be *no impact*.

**Impact #3.4.9f – Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?**

The 2015 Kings County Emergency Operations Plan (EOP) establishes emergency procedures and policies and identifies responsible parties for emergency response in the County and includes the incorporated City of Lemoore (Kings County, 2015). The EOP includes policies that would prevent new development from interfering with the emergency response of evacuation plans.

The General Plan also provides guidance to City staff in the event of extraordinary emergency situations associated with natural disasters and technological incidents (City of Lemoore, 2008). The project would also comply with the appropriate local and State requirements regarding emergency response plans and access. The proposed project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities. The project would also comply with the appropriate local and State requirements regarding emergency response plans and access. The proposed project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities.

The proposed gas station/mini-mart and future industrial development would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the project would have a less-than-significant impact.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.9g – Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?**

The majority of the City is considered to have either little or no threat or a moderate threat of wildfire. Only one percent of the area within Lemoore city boundaries currently has a high threat of wildfire. Wildfire hazard present in the City should decrease as vacant parcels become developed (City of Lemoore, 2008).

The project site is in an unzoned area of the Kings County Fire Hazard Severity Zone Map Local Responsibility Area (LRA) (California Department of Forestry and Fire Protection, 2007). However, Cal Fire has determined that portions of the City of Lemoore are categorized

as a moderate fire hazard severity zone in the LRA. The project site is not located within proximity of a wildland area.

Project-related activities at the project site are not expected to increase the risk of wildfires. The General Plan includes policies that would protect the project and the community from fire dangers. These include the enforcement of fire codes during project-related activities. In addition, developers are required to pay impact fees that offset the impact of development on public services, such as fire protection.

The Lemoore City Fire Department, located approximately one mile away, would provide fire protection services to the project. The project will comply with all applicable State and local building standards as required by local fire codes, as well as impact fees to support additional fire protection services. The project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, impacts would be less than significant.

***MITIGATION MEASURE(S)***

No mitigation is required.

***LEVEL OF SIGNIFICANCE***

Impacts would be *less than significant*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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### 3.4.10 - HYDROLOGY AND WATER QUALITY

Would the project:

a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
	i. Result in substantial erosion or siltation on or offsite?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	ii. Substantially increase the rate of amount of surface runoff in a manner which would result flooding on or offsite?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## **Discussion**

### **Impact #3.4.10a – Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**

See Impact #3.4.9a–b. Project construction would cause a ground disturbance that could result in soil erosion or siltation and subsequent water quality degradation offsite, which is a potentially significant impact. Construction-related activities would also involve the use of materials such as vehicle fuels, lubricating fluids, solvents, and other materials that could result in a polluted runoff, which is also a potentially significant impact. Construction activities involving soil disturbance, excavation, cutting/filling, stockpiling, and grading activities could result in increased erosion and sedimentation to surface waters. However, the potential consequences of any spill or release of these types of materials are generally minimal due to the localized, short-term nature of such releases. The volume of any spills would likely be relatively small because the volume in any single vehicle or container would generally be anticipated to be less than 50 gallons.

Accidental spills or disposal of potentially harmful materials used during construction could possibly wash into and pollute surface water runoff. Mitigation Measure MM GEO-1 requires the preparation and implementation of a SWPPP to comply with the Construction General Permit requirements. With implementation of MM GEO-1, the proposed project would not violate any water quality standards or waste discharge requirements, and construction-related impacts are less than significant.

Once constructed, the project would drain water into the existing City sewer system and would not degrade surface or groundwater quality and impacts would be less than significant. In addition to compliance for preparation of a SWPPP, a HMBP shall be completed and submitted to the State and local jurisdiction for the gas station/mini-mart related to the UST. Any future industrial uses that handle or store hazardous materials at or in excess of minimum reporting thresholds will also be required to comply with these regulations. The HMBP would provide for emergency response plans and procedures to be followed in the event of a reportable release or threatened release of a hazardous material. With implementation of MM GEO-1, operational impacts would be less than significant.

### **MITIGATION MEASURE(S)**

Implementation of Mitigation Measure MM GEO-1.

### **LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant with mitigation incorporated*.

### **Impact #3.4.10b – Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

The water purveyor for the project is the City of Lemoore. The City has adopted an Urban Water Management Plan (UWMP) (City of Lemoore, 2017). This document is a planning tool that was created to help generally guide the actions of urban water suppliers in successfully preparing for potential water supply disruptions and issues. It provides a framework for long-term water planning and informs the public of a supplier's plans for long-term resource planning that ensures adequate water supplies for existing and future demands.

The City currently utilizes local groundwater as its sole source of municipal water supply. The City's municipal water system extracts its water supply from underground aquifers via six active groundwater wells within the city limits. The City maintains four ground-level storage reservoirs within the distribution system, with a total capacity of 4.4 million gallons (MG) (City of Lemoore, 2017). The groundwater basin underlying the City is the Tulare Lake Basin as defined in the Department of Water Resources Bulletin 118 for construction and operation would come from the City of Lemoore's existing water system. Per the City's 2015 UWMP, the City's existing system has a total supply capacity of 21,674,000 gallons per day with an average day demand of 8,769,000 gallons (City of Lemoore, 2017).

According to the City's UWMP, projected water use for 2025 was determined to increase up to 123 MG for commercial uses and 1,098 MG for industrial uses. By the year 2040, the projected water use is anticipated to be 203 MG for commercial uses and 1,812 MG for industrial uses. Assuming an average water demand of 820 gallons per day per acre (gpda) for regional commercial and 610 gpda for light industrial uses, the estimated water use resulting from the project would be approximately 3,386.6 gallons per day (gpd) for the proposed 4.13-acre regional commercial site and approximately 9,168.3 gpd for the proposed 15.03-acre industrial area that does not include the 1.34-acre basin located in the northern portion of the project site. Therefore, once constructed, the proposed gas station/mini-mart could result in an estimated water demand of 1.24 MG per year (3.8 acre-feet/year (afy)). The anticipated water demand for the proposed industrial uses at full buildout would be approximately 10.2 afy (3.35 MG/year). As noted, the estimated water demand for potential light industrial uses is average at the full building; however, the development would occur incrementally as the light industrial portion would not be developed all at once. The City's anticipated groundwater supplies were determined to be sufficient to meet all demands through the year 2040, even under multiple dry-year drought conditions (City of Lemoore, 2017). Therefore, the project will have a less-than-significant impact related to groundwater demand.

Water would be used for purposes of dust control during grading and construction as well as for minor activities such as the washing of construction equipment and vehicles. Water demands generated by the project during the construction phase would be temporary and not substantial. It is anticipated that groundwater supplies would be adequate to meet construction water demands generated by the project without depleting the underlying aquifer or lowering the local groundwater table. Therefore, project construction and full buildout would not deplete groundwater supplies and impacts would be less than significant.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.10c(i) – Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?**

The project site is relatively flat and would require minimal grading. The topography of the site would not appreciably change because of grading activities. The site does not contain any blue-line water features, including streams or rivers. The rate and amount of surface runoff is determined by multiple factors, including the following: topography, the amount and intensity of precipitation, the amount of evaporation that occurs in the watershed, and the amount of precipitation and water that infiltrates to the groundwater. The proposed project would alter the existing drainage pattern of the site, which would have the potential to result in erosion, siltation, or flooding onsite or offsite. The disturbance of soils onsite during construction could cause erosion, resulting in temporary construction impacts. In addition, the placement of permanent structures onsite could affect drainage in the long-term. Impacts from construction and operation are discussed below.

As discussed in Impact #3.4.10(a) above, potential impacts on water quality arising from erosion and sedimentation are expected to be localized and temporary during construction. Construction-related erosion and sedimentation impacts as a result of soil disturbance would be less than significant after implementation of a SWPPP (MM GEO-1) and BMPs required by the NPDES. A retention basin is also proposed at the northern end of the proposed industrial park area and would be developed in accordance with City development standards for basins. No existing drainages or other water bodies are present on the project site, and therefore, the proposed project would not change the course of any such drainages.

Once constructed, the project would contain areas of impervious surfaces that would reduce the rate of percolation at the site, but areas of open space and the proposed retention basin will allow for the percolation of stormwater to recharge the aquifer, or the water would be directed into the City's existing stormwater sewer system. The project would comply with applicable City development standards and codes. Therefore, the project would have a less-than-significant impact on drainage patterns and would not cause substantial erosion or siltation on or off the site.

**MITIGATION MEASURE(S)**

Implementation of MM GEO-1.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant with mitigation incorporated*.

**Impact #3.4.10c(ii) – Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?**

No drainages or other water bodies are present on the project site and therefore, development of the site would not change the course of any such drainages that may potentially result in onsite or offsite flooding. Water would be used during the temporary construction phase of the proposed project (e.g., for dust suppression). However, any water used for dust control would be mechanically and precisely applied and generally infiltrate or evaporate instead of running off the site.

The project site is flat, and grading would be minimal. The topography of the site would not change because of grading activities, and it does not contain any water features, streams, or rivers. The potential for the construction of the proposed project to alter existing drainage patterns would be minimized through compliance with the preparation of a SWPPP (MM GEO-1). With implementation of such measures, the project would not substantially increase the amount of runoff in a manner that would result in flooding onsite or offsite. Impacts would be reduced to less-than-significant levels.

**MITIGATION MEASURE(S)**

Implementation of MM GEO-1.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant with mitigation incorporated*.

**Impact #3.4.10c(iii) – Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Please see Impacts #3.4.9a–b and #3.4.10a–c above.

The project would comply with all applicable State and City codes and regulations. The retention basin will be constructed based on engineering calculations to ensure that once operational, the project does not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage

systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

**MITIGATION MEASURE(S)**

Implementation of MM GEO-1.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant with mitigation incorporated*.

**Impact #3.4.10c(iv) – Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?**

As discussed above in Impact #3.4.10a through c(iii), the project site does not have a stream, river, or other water feature.

The project would develop the site with facilities that would add areas of impervious surfaces and thus increase the rate and amount of potential runoff. This increase in runoff would be accommodated by the stormwater control project design feature that has been developed for the project to minimize impacts to existing drainage patterns of the area such that a substantial increase in the rate or volume of surface runoff and resultant flooding would not occur. The proposed retention basin would decrease surface runoff rates such that flooding onsite or offsite would not occur. Therefore, associated impacts would be less than significant.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.10d – Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

The project site is not located near the ocean or a steep topographic feature (i.e., mountain, hill, bluff, etc.). Additionally, there is no body of water within the vicinity of the project site. The proposed project's inland location makes the risk of tsunami highly unlikely. The probability of a seiche occurring in the City is also considered negligible.

As shown in Figure 3.4.10-1, the project is not located within a FEMA 100-year floodplain as mapped on a federal flood hazard boundary or flood insurance rate map, or other flood hazard delineation map.

The project site is located approximately 45 miles from the Pine Flat Dam, which is managed by the U.S. Army Corps of Engineers. In the case of dam failure, flood waters would not reach the City for hours. The extremely low probability of dam failure, the large volume of flood water available for dilution of potential pollutants, and the relatively long warning period to prepare indicate that inundation due to dam failure would not have a significant impact on the project (City of Lemoore, 2008).

There is no potential for inundation of the project site by seiche. Therefore, the project would not contribute to inundation by seiche, tsunami, or mudflow.

***MITIGATION MEASURE(S)***

No mitigation is required.

***LEVEL OF SIGNIFICANCE***

Impacts would be *less than significant*.

**Impact #3.4.10e – Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

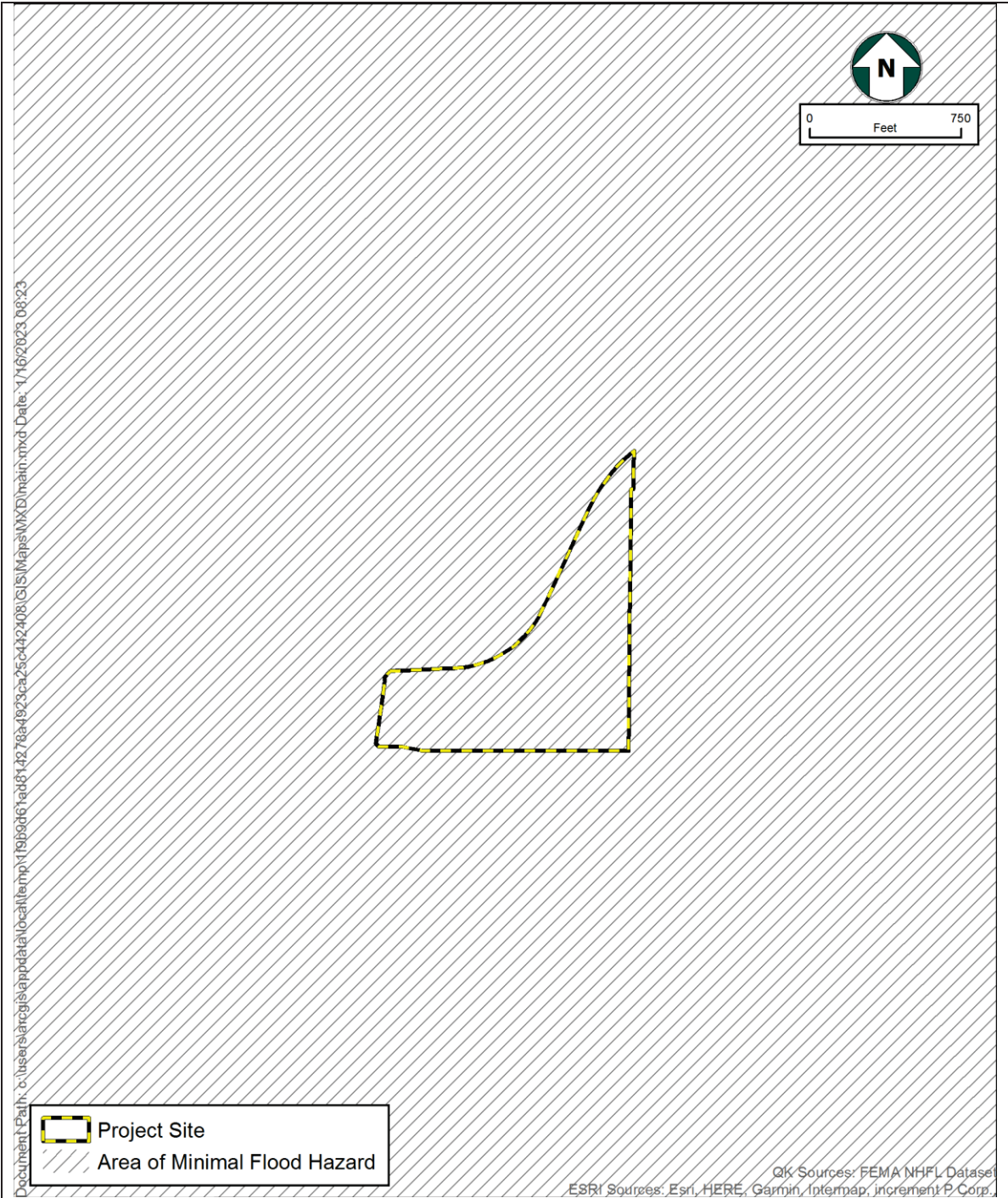
Please see Impact #3.4.10b above.

***MITIGATION MEASURE(S)***

No mitigation is required.

***LEVEL OF SIGNIFICANCE***

Impacts would be *less than significant*.



**Figure 3.4.10-1**  
**100-Year Floodplain**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>3.4.11 - LAND USE AND PLANNING</b>				
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

#### Impact #3.4.11a – Would the project physically divide an established community?

There is existing residential development to the east and commercial and industrial land uses to the west and south; SR 198 is to the north. The project will not physically divide an established community. There would be no impact.

#### MITIGATION MEASURE(S)

No mitigation is required.

#### LEVEL OF SIGNIFICANCE

There would be *no impact*.

#### Impact #3.4.11b – Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project requests approval of a General Plan Amendment/Zone Change, a Conditional Use Permit, and a Subdivision Map to allow for the development of the gas station/mini-mart on the western portion of the site and future industrial uses on the eastern portion of the site. With the approval of the associated entitlements, the proposed uses would be consistent with the proposed land use designation. The project would also comply with the pertinent development standards and criteria such as height limitations and setbacks as designated in City's Municipal Code.

General Plan policies found in the Land Use Element and other elements of the City of Lemoore General Plan were reviewed and did not identify any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. There would be no impact.

***MITIGATION MEASURE(S)***

No mitigation is required.

***LEVEL OF SIGNIFICANCE***

There would be *no impact*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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### 3.4.12 - MINERAL RESOURCES

Would the project:

- |    |   |                          |                          |                          |                                     |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. | Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. | Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### Discussion

#### Impact #3.4.12a – Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

The California Department of Conservation, Geological Survey classifies lands into Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geology Board, as mandated by the Surface Mining and Reclamation Act of 1974. These MRZs identify whether known or inferred significant mineral resources are present in areas. Lead agencies are required to incorporate identified MRZs resource areas delineated by the State into their General Plans.

The City of Lemoore and the surrounding area have no mapped mineral resources and no regulated mine facilities (City of Lemoore, 2008). Additionally, per the California Department of Conservation – Geologic Energy Management Division (CalGEM), the project site is not within a CalGEM-recognized oilfield. The project design does not include mineral extraction. The project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State and would therefore have no impact.

#### MITIGATION MEASURE(S)

No mitigation is required.

#### LEVEL OF SIGNIFICANCE

There would be *no impact*.

**Impact #3.4.12b – Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

See Impact #3.4.12a above. The project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan and would therefore have no impact.

***MITIGATION MEASURES***

No mitigation is required.

***LEVEL OF SIGNIFICANCE***

There would be *no impact*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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### 3.4.13 - NOISE

Would the project result in:

- |    |  |                          |                                     |                                     |                                     |
|----|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a. | Exposure of persons to, or generate, noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b. | Exposure of persons to or generate excessive groundborne vibration or groundborne noise levels?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c. | For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?        | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

### Discussion

**Impact #3.4.13a – Would the project result in exposure of persons to, or generate, noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?**

Land uses deemed sensitive receptors include schools, hospitals, rest homes, and long-term care and mental care facilities, which are considered to be more sensitive to ambient noise levels than others. The nearest sensitive land uses include residential homes bordering the site to the east.

Stationary noise sources can also influence the population, and unlike mobile, transportation-related noise sources, these sources generally have a more permanent and consistent impact on people. These stationary noise sources involve a wide spectrum of uses and activities, including various industrial uses, commercial operations, agricultural production, school playgrounds, high school football games, HVAC units, generators, lawn maintenance equipment, and swimming pool pumps.

The City of Lemoore 2030 General Plan Section 8.6-Noise provides land use compatibility for community noise environment thresholds for low density single-family residential acceptable up to 70 dB (City of Lemoore, 2008).

During the construction phase of the project, noise-generating activities will be present, however, they will be temporary in nature and any machinery used as a part of the

construction of the project will be muffled. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours. Implementation of the Mitigation Measure NSE-1 will further reduce the temporary noise impacts from construction-related activities to levels that will not exceed the thresholds established in the City of Lemoore 2030 General Plan.

Operation of the proposed gas station/mini-mart would generate noise levels in a similar fashion to the existing gas station directly west of the site and is not anticipated to exceed noise thresholds established by the General Plan. However, the development of industrial uses along the eastern boundary near existing residences could generate higher noise levels. General Plan Policy SN-I-40 requires developers to mitigate noise impacts of new development on adjacent properties as a condition of approval through appropriate means, including screening and controlling noise sources, increased setbacks for noise sources from adjacent dwellings, and using open space, building orientation and design, landscaping and running water to mask sounds. Development of the light industrial area would be subject to the City Municipal Codes and includes minimum front and rear yard setbacks. A minimum of 25 feet for the rear yard setback will be required for the proposed light industrial zoned lots (City of Lemoore, 2021). The residential development to the east is separated from the adjacent project site by an approximately 20-foot-wide utility easement. The residences are further set away from the project property by backyards, therefore providing an additional noise attenuation buffer from the proposed industrial park.

Additionally, commercial, industrial, and multi-family zone districts shall be screened from abutting residential zone districts by masonry walls or similar solid walls with a minimum height of six feet. The inclusion of development of a minimum six-foot wall is included as a mitigation measure to further buffer and reduce noise generated from potential industrial uses. Additional requirements under the City of Lemoore's Municipal Code for further noise buffering would be applicable for circumstances related to industrial equipment use and would ensure that industrial uses would not exceed established noise thresholds.

Activities that could be expected to generate noise include cars entering and exiting the development, as well as mechanical systems related to heating, ventilation, and air conditioning systems, or industrial equipment. This noise would be similar to those generated by the nearby existing industrial development and would not be of a level that exceeds thresholds with implementation of Mitigation Measure NSE-2, NSE-3, and compliance with applicable development standards for the development of industrial uses abutting residential uses. NSE-2 will require the installation of a masonry or solid wall to buffer noise between proposed light industrial uses, and NSE-3 would prohibit the storage of materials in excess of six feet within the building setbacks to ensure storage and equipment activities do not generate noise in excess of City threshold.

Therefore, these increases in ambient noise are considered less than significant and consistent with applicable standards.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant with mitigation incorporated*.

**MITIGATION MEASURE**

**MM NSE-1:** During construction, the contractor shall implement the following measures:

- a. All stationary construction equipment on the project site shall be located so that noise-emitting objects or equipment face away from any potential sensitive receptors.
- b. The construction contractor shall ensure that all construction equipment is equipped with manufacturer-approved mufflers and baffles. During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- c. Construction activities shall take place during daylight hours, when feasible.

**MM NSE-2:** Prior to the issuance of an occupancy permit for the first building permit(s), the proposed light industrial zoned parcels abutting residential zone districts along the eastern property line shall be screened with a minimum six-foot masonry wall or similar solid wall.

**MM NSE-3:** No materials related to an industrial operation shall be stored within the yard setback to a height of more than six feet within 25 feet of property lines adjacent to the residential zone district.

**Impact #3.4.13b – Would the project result in exposure of persons to or generate excessive groundborne vibration or groundborne noise levels?**

The proposed project is expected to create temporary groundborne vibration as a result of the construction activities (during site preparation and grading). According to the U.S. Department of Transportation, Federal Railroad Administration, vibration is sound radiated through the ground. The rumbling sound caused by the vibration is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB). The background vibration velocity level in residential areas is usually around 50 VdB. A list of typical vibration-generating equipment is shown in Table 3.4.13-1. However, the project does not propose to use this specific equipment. The table is meant to illustrate typical levels of vibration for various pieces of equipment.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people.

**Table 3.4.13-1**  
**Different Levels of Groundborne Vibration**

Vibration Velocity Level	Equipment Type
94 VdB	Vibratory roller
87 VdB	Large bulldozer
87 VdB	Caisson drilling
86 VdB	Loaded trucks
58 VdB	Small bulldozer

Source: (Federal Transit Administration, 2006)

Note: 25 feet from the corresponding equipment.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations (Federal Highway Administration (FHWA), U.S. Department of Transportation, 2017). In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 inch/second) appears to be conservative even for sustained pile driving. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between the vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. The typical vibration produced by construction equipment is illustrated in Table 3.4.13-2.

**Table 3.4.13-2**  
**Typical Vibration Levels for Construction Equipment**

Equipment	Reference peak particle velocity at 25 feet (inches/second) <sup>1</sup>	Approximate peak particle velocity at 100 feet (inches/second) <sup>2</sup>
Large Bulldozer	0.089	0.011
Loaded Trucks	0.076	0.010
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.011
Jackhammer	0.035	0.004
Vibratory Hammer	0.070	0.009
Vibratory Compactor/roller	0.210	0.026

Notes:

1 – Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006. Table 12-2.

2 – Calculated using the following formula:  $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$

where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the FTA Transit Noise and Vibration Impact Assessment Guidelines  
D = the distance from the equipment to the receiver

As indicated in Table 3.4.13-2 based on the FTA data, vibration velocities from typical heavy construction equipment that would be used during project construction range from 0.076 to

0.210 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity. With regard to the project, groundborne vibration would be generated during site clearing and grading activities onsite facilitated by implementation of the proposed project. As demonstrated in Table 3.4-13-2, vibration levels at 25 feet would range from 0.003 to 0.210 PPV. Therefore, the anticipated vibration levels would not exceed the 0.2 inch-per-second PPV significance threshold during construction at the nearest receptors, which is approximately 50 feet to the east of the proposed industrial uses.

Typical outdoor sources of perceptible groundborne vibration are construction equipment and traffic on rough roads. For example, if a roadway is smooth, the groundborne vibration from traffic is rarely perceptible.

Typically, groundborne vibration generated by construction activity attenuates rapidly with distance from the source of the vibration. Therefore, vibration issues are generally confined to distances of less than 500 feet (U.S. Department of Transportation, 2005). Potential sources of temporary vibration during the construction of the proposed project would be minimal and would include the transportation of equipment to the site.

Construction activity would include various site preparation, grading, fabrication, and site cleanup work. Construction would not involve the use of equipment that would cause high groundborne vibration levels such as pile-driving or blasting. Once constructed, the proposed project would not have any components that would generate high vibration levels. Thus, the construction and operation of the proposed project would not result in any vibration, and impacts would be less than significant.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.13c – For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

There are no public airports within two miles of the project site. The NAS Lemoore runways are located nine miles west of the project site. The closest public airport is the Hanford Municipal Airport, also located approximately nine miles west of the project. The project is not within an airport land use compatibility plan area (Department of the Navy, 2010). Therefore, the project would not expose people residing or working in the project area to excessive noise levels. Therefore, there would be no impact.

***MITIGATION MEASURES***

No mitigation is required.

***LEVEL OF SIGNIFICANCE***

There would be *no impact*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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### 3.4.14 - POPULATION AND HOUSING

Would the project:

- |    |  |                          |                          |                                     |                                     |
|----|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. | Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. | Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

### Discussion

**Impact #3.4.14a – Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

According to the U.S. Census Bureau, estimates of the City’s population was 26,631 in 2021 (U.S. Census Bureau, 2021). The City anticipates an annual increase in population, with an estimated population of 34,719 in 2025 and 47,115 by 2035 (City of Lemoore, 2017).

The City’s General Plan goals include providing appropriately located areas for a broad range of employment-generating uses to strengthen the City’s economic base and provide employment opportunities for residents to achieve a jobs-housing balance. The project intends to develop a gas station/mini-mart and light industrial uses within an area that has generally been utilized for similar commercial and industrial uses. Construction of the project would be of short duration and likely be completed by construction workers residing in the City or the surrounding area; they would not require new housing.

It is anticipated that the jobs created by these businesses will be filled by existing residents of the City or nearby towns. It is unlikely these jobs would attract a large influx of new residents that would require increased City services. The project would not induce substantial population growth in an area, either directly or indirectly.

### MITIGATION MEASURE(S)

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.14b – Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

The project site is undeveloped with no structures and no displacement of existing housing would occur. Therefore there would be no impacts.

The proposed project would not require the demolition of any housing, as the project site is currently undeveloped. Therefore, there would be no need to construct replacement housing elsewhere. There would be no impact.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

There would be *no impact*.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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### 3.4.15 - PUBLIC SERVICES

Would the project:

- a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or to other performance objectives for any of the public services:

i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

**Impact #3.4.15a(i) – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or to other performance objectives for any of the public services – fire protection?**

The closest station to the project site is located at 210 Fox Street, approximately one mile north of the project site. The proposed project will comply with Title 24 of the California Building Code and local development standards. Additional provisions under the City's adopted Fire Code including an approved water system capable of supplying required fire flow for fire protection purposes may be required by the City.

Development of the project will increase the need for fire protection services and expand the service area and response times of the local City Fire Department. By incorporating the fire standards and the required design features in the project design, fire protection services will be required to provide coverage for both the gas station/mini-mart and future industrial

uses. Because the project will increase both the need and the demand for fire protection services in the City, the project will comply with adopted City municipals for fire requirements, which can include the requirement of impact fee payment and provision of fire suppression equipment, which would reduce impacts to fire protection to less-than-significant levels.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.15a(ii) – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or to other performance objectives for any of the public services – police protection?**

The City's police station is located at 657 Fox Street, approximately 1.2 miles north of the project site. The proposed project would be located adjacent to residential subdivisions that are served by the City police station. The project may result in environmental impacts related to acceptable service ratios, response times, or other performance objectives specific to police protection services, and expanded police coverage may be required. The project proposes a gas station/mini-mart and industrial development in a previously undeveloped location, which will increase the need for police services. However, the project will pay appropriate development fees based on the adopted fee calculations and is responsible for constructing any infrastructure needed to serve the project. Impacts would be less than significant.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.15a(iii) – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response**

The project intends to develop a new gas station/mini-mart and future light industrial development. The Project does not result in a change in population where the need for governmental facilities including school sites is necessary to maintain acceptable service

ratios and response times. The project will not result in the need for the provision of new or physically altered governmental facilities.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.15a(iv) – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or to other performance objectives for any of the public services – parks?**

The project is within the boundaries of the Lemoore Parks and Recreation District. The proposed project does not include uses that would increase the use of park and recreation facilities in the area. The City presently owns and maintains seven parks. The nearest park to the site is Kings Lions Complex, approximately 300 feet north. The project does not significantly affect park and recreation facilities. Impacts would be less than significant.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.15a(v) – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or to other performance objectives for any of the public services – other public facilities?**

Community facilities are the network of public and private institutions that support the civic and social needs of the population. They offer a variety of recreational, artistic, and educational programs and special events. New community facilities are not specifically sited on the General Plan Land Use Diagram. Small-scale facilities are appropriately sited as integral parts of neighborhoods and communities, while existing larger-scale facilities are generally depicted as public/semi-public land use, as appropriate (City of Lemoore, 2008).

Other public facilities include libraries, refuse pick-up, and other services. All jurisdictions collect planning and building fees as well as impact fees for new development, as necessary.

Property owners would also pay property taxes, some of which are used to pay for improvements to other City services and facilities. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities.

***MITIGATION MEASURE(S)***

No mitigation is required.

***LEVEL OF SIGNIFICANCE***

Impacts would be *less than significant*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>3.4.16 - RECREATION</b>				
Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

**Impact #3.4.16a – Would the project Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

See Impact #3.4.15a(ii) above.

The proposed project does not include use that would increase the use of park and recreation facilities in the area. The proposed project will not result in the physical deterioration of existing parks or recreational facilities. With the payment of the development impact fees, there would be a less-than-significant impact.

### MITIGATION MEASURE(S)

No mitigation is required.

### LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

**Impact #3.4.16b – Would the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

See Impact #3.4.15a above.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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### 3.4.17 - TRANSPORTATION AND TRAFFIC

Would the project:

a.	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

A Traffic Impact Study (TIS) was prepared for this project (Ruettgers and Schuler, 2023) and is included in Appendix D.

**Impact #3.4.17a – Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

### Transit

The Kings Area Rural Transit (KART) operates two transit routes in Lemoore. Route 12, KART Transit Center to Skyline and Union, has stops at Bush and Belle Haven and West Hills College (WHC). The route operates Monday through Friday with three a.m. and two p.m. stops starting around 8:10 a.m. and stopping at 5:00 p.m. Route 20, KART Transit Center to WHC, likewise, has stops at Bush and Belle Haven and WHC. This route operates Monday through Friday from approximately 6:10 a.m. to 10:40 a.m. with 30-minute headways. The project construction and operation will not create any delays or closures to the transit system.

## Bike

Per the City of Lemoore 2030 General Plan, the project site is located approximately 0.5 miles west of the nearest existing bike path located along Golf Links Drive. The construction and operation of the project would not interfere with the bike lane.

## Roadways

The City of Lemoore has an adopted level of service standard of LOS “C” or better. Caltrans endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities.

The project trip generation and design hour volumes shown in Table 3.4.17-1 were estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

**Table 3.4.17-1  
Project Trip Generation**

Land Use			Daily Trips			AM Peak Hour Trips			PM Peak Hour Trips	
ITE Code	Development Type	Variable	ADT Rate	ADT	Rate	IN Split Trips	OUT Split Trips	Rate	In Split Trips	OUT Split Trips
934	Fast-food Restaurant w/Drive-thru	2.87 1,000 sq. ft. gross floor area (GFA)	467.48	1,342	44.61	51% 65	49% 63	33.03	52% 49	48% 46
945	Convenience Market/Gas Station	20 Vehicle Fueling Positions	345.75	6,915	31.6	50% 316	50% 316	26.9	50% 269	50% 269
950	Truck Stop	5 Vehicle Fueling Positions	224	1,120	13.97	49% 34	51% 36	15.42	53% 41	47% 36
110	General Light Industrial	70 1,000 sq. ft. GFA	Eq	314	Eq	88% 45	12% 6	Eq	14% 4	86% 27
150	Warehousing	30 1,000 sq. ft. GFA	Eq	86	Eq	77% 21	23% 6	Eq	29% 8	72% 22
Subtotal				9,776		481	427		371	400
Reductions										
Capture				469		21	21		18	18
Pass-by				1,407		62	62		54	53
<b>Total</b>				<b>7,900</b>		<b>398</b>	<b>344</b>		<b>299</b>	<b>329</b>

Source: Appendix D

Table 3.4.17-2 below depicts the intersection LOS for both AM and PM peak hours. As depicted in Table 3.4.17-2 below, the LOS on the southbound 19th Avenue and Iona Avenue intersection would operate below a LOS "C" level.

**Table 3.4.17-2**  
**Intersection Level of Service**

Intersection		Control Type	2023	2023+Project	2043	2043+Project	2043+Project w/Mitigation
19th Avenue & SR 198 WB Ramps	AM	Signal	B	B	B	B	-
	PM		B	B	B	B	-
19th Avenue SR 198 EB Ramps	AM	Signal	B	C	B	C	-
	PM		C	C	C	C	-
19th Avenue & Iona Avenue	AM	NB	B	B	C	C	-
			B	D (31.9)	C	F (233.8)	-
	PM	Signal					C
		NB	B	B	C	C	-
		SB	B	E (35.5)	F (134.5)	F (>300)	-
		Signal					C

Notes: Intersection delay in seconds per vehicle is shown in parentheses

Source: Appendix D

As shown in Table 3.4.17-2, with the development of near-term projects and the proposed project, the intersections at 19th Avenue and Iona Avenue would operate below an acceptable level of service. It is anticipated that these intersections would also operate below LOS D in the year 2043. The remaining intersections within the scope of the study are anticipated to operate at acceptable levels of service during the peak hour.

To mitigate the intersection that is projected to operate below the appropriate adopted level of service standard, MM TRA-1 should be implemented. As determined in the TIS, the implementation of a traffic signal at the 19th Avenue and Iona Avenue intersection would allow the intersection to operate at an acceptable LOS.

#### **MITIGATION MEASURE(S)**

**MM TRA-1:** Prior to the issuance of building permits for the commercial development and subsequent industrial development, the developer and any future developer shall pay its pro rata share for:

- Signalization of the 19th Avenue and Iona Avenue intersection based on 49.7 percent.

The pro rata share for signalization of the 19th Avenue and Iona Avenue intersection, for each phase of development associated with the project, shall be determined by the City of Lemoore and shall be paid prior to the issuance of building permits.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant with mitigation incorporated*.

**Impact #3.4.17b – Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?**

The State of California Governor’s Office of Planning and Research document entitled *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory; TA) provides guidance for determining a project’s transportation impacts based on VMT. Under CEQA, lead agencies have the authority to establish their own VMT significance thresholds and analysis methodologies or rely on thresholds and methodologies recommended by other agencies, provided such guidelines are supported by substantial evidence. The City of Lemoore has not developed or adopted a VMT policy, so the VMT analysis for the prepared TIS was conducted following OPR technical advisory recommendations.

According to OPR TA recommendations, land development with mixed uses may be analyzed either based on individual project land uses or the project’s dominant land use. The dominant project land use in terms of trip generation is the convenience market/gas station which will generate approximately 9,377 daily trips, whereas the proposed industrial uses would generate approximately 400 daily trips. Therefore, the convenience market/gas station was analyzed as the dominant use. According to OPR TA, stores with less than 50,000 square feet of floor space may be presumed to create a less-than-significant VMT impact since such “local-serving” retail developments typically provide closer shopping destinations resulting in shorter trip lengths (Ruettgers and Schuler, 2023). Therefore, consistent with OPR guidelines, project-related traffic would not result in a significant transportation impact related to VMT and would not be inconsistent with CEQA Guidelines, Section 15064.3, subdivision (b).

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.17c – Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

The project will be designed to the current City of Lemoore development standards and safety regulations. All-access points from public right-of-way will be constructed to comply

with the City and Caltrans regulations, and design and safety standards of Chapter 33 of the California Building Codes (CBC) and the guidelines of Title 24 in order to create safe and accessible roadways.

Vehicles exiting the development will be provided with a clear view of the roadway without obstructions. Landscaping associated with the entry driveways could impede such views if improperly installed. Specific circulation patterns and roadway designs will incorporate all applicable safety measures to ensure that hazardous design features or inadequate emergency access to the site or other areas surrounding the project area would not occur.

Therefore, with the incorporated design features and all applicable rules and regulations, the project will have a less-than-significant impact.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.17d – Would the project result in inadequate emergency access?**

See the discussion in Impact #3.4.9f.

State and City Fire Codes establish standards by which emergency access may be determined. The proposed project would have to provide adequate unobstructed space for fire trucks to turn around. The proposed project site would have adequate internal circulation capacity, including entrance and exit routes to provide adequate unobstructed space for fire trucks and other emergency vehicles to gain access and to turn around. The proposed project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities. Therefore, impacts would be less than significant.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>3.4.18 - TRIBAL CULTURAL RESOURCES</b>				
Would the project:				
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

**Impact #3.4.18a(i) – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?**

Please see Impacts #3.4.5a, #3.4.5b, and #3.4.5c above.

In accordance with SB 18 and AB 52, a NAHC Sacred Land Files records search was requested. A positive response from the NAHC was received on March 15, 2023, which is included in Appendix B of this document. The lead agency also sent out early consultation letters to the appropriate tribal groups as listed in the NAHC list. To date, no comments have been received from a tribal representative.

It was determined with the implementation of Mitigation Measures MM CUL-1 through MM CUL-3, the project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources.

**MITIGATION MEASURE(S)**

Implement MM CUL-1 through MM CUL-3.

**LEVEL OF SIGNIFICANCE**

Impact would be *less than significant with mitigation incorporated*.

**Impact #3.15.17a(ii) - Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

Please see Impacts #3.4.5a, #3.4.5b, and #3.4.5d above.

With implementation of Mitigation Measures MM CUL-1 through MM CUL-3, the project would not cause a substantial adverse change in the significance of a tribal cultural resource that is a resource determined by the Lead Agency, in its discretion and supported by substantial evidence, be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

**MITIGATION MEASURE(S)**

Implement MM CUL-1 through MM CUL-3.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant with mitigation incorporated*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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### 3.4.19 - UTILITIES AND SERVICE SYSTEMS

Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion:

**Impact #3.4.19a – Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

The proposed project will require construction infrastructure to connect to the existing utility infrastructure. This will include water, wastewater, and stormwater drainage connections, all of which would be constructed to meet City development standards. Additionally, the project will include connections for electric power, natural gas, and telecommunications facilities. The installation of this infrastructure will not require any

major upsizing or other offsite construction activities that would cause a significant impact. The new infrastructure would be connected to existing infrastructure that is adjacent to the project site. Electrical, natural gas, and telecommunications facilities would be placed by the individual serving utilities; these entities already have in place safety and siting protocols to ensure that the placement of new utilities to serve new construction would not have a significant effect on the environment.

See Section #3.4.10- *Hydrology and Water Quality* for a discussion of water services wastewater disposal. The project will not require the construction of new water or wastewater treatment facilities. Water usage for dust control during construction-related activities will be minimal due to the small footprint and short duration of construction-related activities of the proposed project.

The proposed project would be subject to the payment of any applicable connection charges and/or fees and extension of services in a manner that is compliant with the Lemoore standards, specifications, and policies. All applicable local, State, and federal requirements and Best Management Practices will be incorporated into the construction and operation of the project. Impacts would be considered less than significant.

***MITIGATION MEASURE(S)***

No mitigation is required.

***LEVEL OF SIGNIFICANCE***

Impacts would be *less than significant*.

**Impact #3.4.19b – Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

See Impact #3.4.10b.

Once constructed, the proposed gas station/mini-mart could result in an estimated water demand of 1.24 MG per year (3.8 acre-feet/year (afy)). The anticipated water demand for the proposed industrial uses at full buildout would be approximately 10.2 afy (3.35 MG/year).

As noted, the estimated water demand for potential light industrial uses is average at the full building which would occur incrementally as the light industrial portion would not be developed all at once. The City's anticipated groundwater supplies were determined to be sufficient to meet all demands through the year 2040, even under multiple dry-year drought conditions (City of Lemoore, 2017). Therefore, the project will have a less-than-significant impact related to groundwater demand.

Water would be used for purposes of dust control during grading and construction as well as for minor activities such as the washing of construction equipment and vehicles. Water

demands generated by the project during the construction phase would be temporary and not substantial. It is anticipated that groundwater supplies would be adequate to meet construction water demands generated by the project without depleting the underlying aquifer or lowering the local groundwater table. Therefore, project construction and full buildout would not deplete groundwater supplies and impacts would be less than significant.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.19c – Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

The project will connect to the existing City sewer system. The generation of wastewater and water would be consistent with the City's requirements. The proposed increase in water and wastewater usage at the project site is not anticipated to require the construction of new water or wastewater treatment facilities or the expansion of existing facilities. Impacts would be less than significant.

The project will connect to the existing storm drain lines. The site engineering and design plans for the proposed project would be required to implement BMPs, comply with requirements of the City Building and Development Standards, and comply with the NPDES General Permit during construction. Implementation of MM GEO-1 would reduce impacts to less than significant.

Therefore, the project would not require or result in the construction of new stormwater drainage facilities or the expansion of existing facilities.

**MITIGATION MEASURE(S)**

Implementation of MM GEO-1.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant with mitigation incorporated*.

**Impact #3.4.19d – Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

Implementation of the proposed project would result in the generation of solid waste on the site, which would increase the demand for solid waste disposal. During construction, these

materials, which are not anticipated to contain hazardous materials, would be collected and transported away from the site to an appropriate disposal facility.

Solid waste disposal for Lemoore is managed by Kings Waste and Recycling Authority (KWRA). The City's PWD Refuse Division is responsible for solid waste collection services. The majority of the City's solid waste is taken to the Kettleman Hills non-hazardous landfill facility, owned by Chemical Waste Management (CWMI). The facility is located south of Lemoore and has an available capacity of 15.6 million cubic yards as of 2020 (Cal Recycle , 2020). KWRA is currently studying the future needs of solid waste services, including building a new landfill to be operated by CWMI near the existing site. The County has a 25-year contract with CWMI to handle its solid waste until 2023 (City of Lemoore, 2008).

The project, in compliance with federal, State, and local statutes and regulations related to solid waste, would dispose of all waste generated onsite at an approved solid waste facility. The project does not, and would not conflict with federal, State, or local regulations related to solid waste. The proposed project would be served by a landfill with the sufficient permitted capacity to accommodate the project's solid waste disposal needs in compliance with federal, State, and local statutes and regulations related to solid waste. Therefore, the project would have a less-than-significant impact.

***MITIGATION MEASURE(S)***

No mitigation is required.

***LEVEL OF SIGNIFICANCE***

Impacts would be *less than significant*.

**Impact #3.4.19e – Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?**

See discussion for Impact #3.4.19d.

***MITIGATION MEASURE(S)***

No mitigation is required.

***LEVEL OF SIGNIFICANCE***

Impacts would be *less than significant*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>3.4.20 - WILDFIRE</b>				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

**Impact #3.4.20a – Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?**

See Impact #3.4.9g regarding emergency response.

The project is located south of SR 198 and east of SR 41 in an area planned for industrial and commercial uses. Access for emergency vehicles to the site would be maintained throughout the construction period. The project would not interfere with any local or regional emergency response or evacuation plans because the project would not result in a substantial alteration to the circulation system.

The City has established emergency response and evacuation plans based on the Lemoore Emergency Operations Plan. Impacts related to fire hazards and emergency response plans would be less than significant.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.20b – Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire?**

Wildfire hazard data for the Lemoore Planning Area, which includes the project, is provided by the California Department of Forestry and Fire Protection, as summarized in Table 3.4.20-1. The majority of the City is considered to have either little or no threat or a moderate threat of wildfire. Only one percent of the Planning Area currently has a high threat of wildfire. Wildfire hazard present in the Planning Area should decrease as vacant parcels become developed.

**Table 3.4.20-1  
Existing Wildfire Hazards**

Fire Hazards	Acreage	Percent of City Area
Little or No Threat	5,648	46
Moderate	6,494	53
High	85	1
Very High	0	0
<b>Total</b>	<b>12,227</b>	<b>100</b>

The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels, and fuel moisture contents), and topography (degree of slope). Steep slopes contribute to fire hazards by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point.

Per the 2007 Fire Hazard Severity Zones in the LRA map, the project site and surrounding area are not identified as being in a fire hazard severity zone (California Department of Forestry and Fire Protection, 2007). The site is located in an area that is predominately urban with some ongoing industrial and commercial activities, which is not considered a significant risk of wildfire. There are no other factors of the project or the surrounding area that would exacerbate wildfire risks, and thereby expose project occupants to pollutant

concentration from a wildfire or the uncontrolled spread of a wildfire. Therefore, impacts would be less than significant.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.20c – Would the project, require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines?)**

See Impacts #3.4.20a and b above.

The project includes connection of the project with City infrastructure (water, sewer, electrical power lines, and storm drainage) required to support the proposed gas station/mini-mart. The project site is surrounded by existing and future urban development. The development of the gas station/mini-mart and future development of light industrial uses would be constructed in accordance with all local, State, and federal regulations regarding power lines and other related infrastructure, as well as fire suppression requirements. Therefore, the project would not exacerbate fire risk or result in temporary or ongoing impacts to the environment, and impacts would be less than significant.

**MITIGATION MEASURE(S)**

No mitigation is required.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant*.

**Impact #3.4.20d – Would the project, expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

The project site is not located near the ocean or a steep topographic feature (i.e., mountain, hill, bluff, etc.). Additionally, there is no body of water within the vicinity of the project site. The project is not located within a FEMA 100-year floodplain.

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. The project site is relatively flat; therefore, the potential for a landslide in the project site is essentially non-existent. Impacts would be less than significant.

Therefore, the project will not expose people or structures to risks of flooding, landslides, runoff, slope instability, or drainage changes.

***MITIGATION MEASURE(S)***

No mitigation is required.

***LEVEL OF SIGNIFICANCE***

Impacts would be *less than significant*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
<b>3.4.21 - MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

**Impact #3.4.21a – Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

As evaluated in this IS/MND, the proposed project would not substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory. Mitigation measures have been included to lessen the significance of

potential impacts. Similar mitigation measures would be expected of other projects in the surrounding area, most of which share similar cultural paleontological and biological resources. Consequently, the incremental effects of the proposed project, after mitigation, would not contribute to an adverse cumulative impact on these resources. Therefore, the project would have a less-than-significant impact with mitigation incorporated.

**MITIGATION MEASURE(S)**

Implement MM BIO-1 through MM BIO-6; MM CUL-1 through MM CUL-3; and GEO-2.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant with mitigation incorporated*.

**Impact #3.4.21b - Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

As described in the impact analyses in Sections 3.4.1 through 3.4.20 of this IS/MND, any potentially significant impacts of the proposed project would be reduced to a less-than-significant level following the incorporation of the mitigation measures. All planned projects in the vicinity of the proposed project would be subject to review in separate environmental documents and required to conform to the City of Lemoore General Plan, zoning, mitigate for project-specific impacts, and provide appropriate engineering to ensure the development meets applicable federal, State and local regulations and codes. As currently designed, and in compliance with the recommended mitigation measures, the proposed project would not contribute to a cumulative impact. Thus, the cumulative impacts of past, present, and reasonably foreseeable future projects would be less-than-cumulatively considerable.

**MITIGATION MEASURE(S)**

Implement MM BIO-1 through MM BIO-6, MM CUL-1 through MM CUL-3, MM GEO-1, MM GEO-2, MM NSE-1 through MM NSE-3, and MM TRA-1.

**LEVEL OF SIGNIFICANCE**

Impacts would be *less than significant with mitigation incorporated*.

**Impact #3.4.21c - Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?**

All of the project’s impacts, both direct and indirect, that are attributable to the project were identified and mitigated to a less-than-significant level. The project will have the appropriate engineering to ensure the development meets applicable federal, State, and local regulations and codes. Thus, the cumulative impacts of past, present, and reasonably foreseeable future projects would be less-than-cumulatively considerable. Therefore, the proposed project

would not either directly or indirectly cause substantial adverse effects on human beings because all potentially adverse direct impacts of the proposed project are identified as having no impact, less-than-significant impact, or less-than-significant impact with mitigation incorporated.

***MITIGATION MEASURE(S)***

Implement MM BIO-1 through MM BIO-6, MM CUL-1 through MM CUL-3, MM GEO-1, MM GEO-2, MM NSE-1 through MM NSE-3, and MM TRA-1.

***LEVEL OF SIGNIFICANCE***

Impacts would be *less than significant with mitigation incorporated*.

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## **SECTION 5 - LIST OF PREPARERS**

### **5.1 - Lead Agency**

City of Lemoore

- Nathan Olson – City Manager
- Steve Brandt– City Planner

### **5.2 - Technical Assistance**

QK

- Jaymie L. Brauer – Project Manager
- Thomas Kobayashi– Lead Technical Writer

## **SECTION 6 - MITIGATION MONITORING AND REPORTING PROGRAM**

**APPENDIX A**  
**AIR QUALITY IMPACT ANALYSIS**

## **APPENDIX B**

### **CULTURAL RESOURCE RECORDS SEARCH**

## **APPENDIX C**

### **PHASE I ENVIRONMENTAL SITE ASSESSMENT**

**APPENDIX D**  
**TRAFFIC IMPACT STUDY**

RESOLUTION NO. 2023-03

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LEMOORE  
RECOMMENDING APPROVAL OF GENERAL PLAN AMENDMENT NO. 2023-01, ZONING MAP  
AMENDMENT NO. 2023-01, CONDITIONAL USE PERMIT NO. 2023-01 AND MAJOR SITE PLAN  
REVIEW NO. 2023-01 TO ALLOW A FUELING STATION/CONVENIENCE STORE WITH  
DRIVE-THROUGH RESTAURANT LOCATED ON THE NORTHEAST CORNER OF  
19<sup>TH</sup> AVENUE AND IONA AVENUE IN THE CITY OF LEMOORE

At a Special Meeting of the Planning Commission of the City of Lemoore duly called and held on April 24, 2023, at 5:30 p.m. on said day, it was moved by Commissioner FRANKLIN, seconded by Commissioner ETCHEGOIN and carried that the following Resolution be adopted:

**WHEREAS**, Maverik (AWA Engineering) has requested to change the General Plan land use designation and zoning from Mixed Use (MU) to Regional Commercial (RC) and Light Industrial (ML) and to approve a conditional use permit and major site plan for the construction of a fueling station/convenience store with RV disposal and drive through restaurant on a site located on the northeast corner of 19th Avenue and Iona Avenue in the City of Lemoore (APNs 023-310-012 and 023-310-011); and

**WHEREAS**, the proposed undeveloped site is 20.5 acres in size, and is currently designated and zoned Mixed Use (MU); and

**WHEREAS**, the project proposes a General Plan Amendment and Zoning Map Amendment for the proposed site to change the existing land use designation from Mixed-Use (MU) to Regional Commercial and Light Industrial (ML); and

**WHEREAS**, the proposed Conditional Use Permit includes approval to sell beer and wine for off-site consumption at the convenience store; and

**WHEREAS**, as Lead Agency under the California Environmental Quality Act (CEQA), the City staff reviewed the project to determine whether it could have a significant effect on the environment because of its development. The Initial Study found that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project in the form of mitigations have been made by or agreed to by the project proponent. A Mitigated Negative Declaration was prepared; and

**WHEREAS**, the Lemoore Planning Commission held a duly noticed public hearing at its April 24, 2023, meeting.

**NOW BE IT RESOLVED** that the Planning Commission of the City of Lemoore hereby makes the following findings regarding the proposed General Plan Amendment, Zoning Map Amendment, Conditional Use Permit and Major Site Plan Review:

1. The General Plan Amendment is in the public interest and that the general plan as amended will remain internally consistent.
2. The Zoning Amendment is consistent with the general plan goals, policies, and implementation programs.
3. The proposed uses are consistent with the general plan, any applicable specific plans, and all applicable provisions of this title. The proposed uses are either allowed or conditional uses in the Regional Commercial (RC) zone.

4. The establishment, maintenance, or operation of the use applied for will not, under the circumstances of the particular case (location, size, design, and operating characteristics), be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such use or to the general welfare of the City.
5. The site of the proposed use is physically suitable for the type, density, and intensity of the use and related structures being proposed. The site is physically able to support the use. ABC may require the applicant to make physical changes to conform to their standards if needed.
6. It will not be contrary to the specific intent clauses, development regulations, or performance standards established for the zoning district in which it is located. The proposed use and related structures are compatible with other land uses, transportation patterns, and service facilities in the vicinity.
7. The proposed project is consistent with the objectives of the general plan and complies with applicable zoning regulations, specific plan provisions, and improvement standards adopted by the City.
8. The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.
9. The architecture, character, and scale of the building and the site are compatible with the character of buildings on adjoining and nearby properties.
10. The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.
11. 19th Avenue and Iona Avenue are both designated arterials and are capable of conveying existing traffic as well as some of the additional traffic generated by the proposed site uses. At some point when Phase II and the Light Industrial areas are built out it will become necessary to install a traffic signal at South 19th and Iona Avenues. Existing streets, shared parking, and a complete network of City sidewalks are generally effective in accommodating most of the vehicular and pedestrian traffic around the site.
12. There are no residential uses, park facilities, school facilities, or existing religious land uses within 500 feet of the site that would immediately conflict with the sale of alcohol on the premises. The location of the use will not result in any adverse impacts on the listed facilities or nearby residential land uses.
13. The traffic increases associated with the use will not result in potential hazards to existing pedestrian and/or vehicular traffic. The development conforms to all provisions of the Zoning Ordinance
14. An CEQA Initial Study was prepared and found that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because of revisions in the project in the form of mitigations have been made by or agreed to by the project proponent. A Mitigated Negative Declaration (MND) for the entire 20.5-acre site was prepared.

**BE IT FURTHER RESOLVED** that the Planning Commission of the City of Lemoore recommends approval to the Lemoore City Council of General Plan Amendment No. 2023-01, Zone Change No. 2023-01, Conditional Use Permit No. 2023-01, and Major Site Plan Review No. 2023-01, based on the evidence presented, with the Conditional Use Permit subject to the following conditions:

1. The site shall be developed consistent with the site plan, conceptual landscape plan, elevation exhibits, the City staff comments in Major Site Plan Review No. 2023-01, and applicable City of Lemoore development standards, and as modified by the following conditions.
2. The project applicant shall dedicate additional right of way or easement along Iona Avenue, in accordance with the Major Site Plan Review comments, and shall coordinate with the City regarding the location of any utilities or proposed traffic signals.
3. The operation shall be conducted consistent with the Conditional Use Permit. Major deviations from the approvals shall first require approval of an amendment to the Conditional Use Permit.
4. Drive-through lanes shall be designed and constructed in accordance with the site plan and with Zoning Ordinance Section 9-4D-4.
5. The convenience store shall obtain and maintain a valid license from Alcoholic Beverage Control (ABC). A change to a license type that is deemed more intensive than a Type 21 license shall require an amendment to the Conditional Use Permit.
6. The establishment shall comply with all federal and state laws regarding the sale of alcohol.
7. Business hours and the sale of alcohol shall comply with State ABC regulations.
8. All uses shall meet the requirements found in Section 9-5B-2 and 9-5B-4 of the City of Lemoore Zoning Ordinance related to noise, odor, vibration, lighting, and maintenance.
9. The time limits and potential extensions and expiration of this Conditional Use Permit are established per Section 9-2A-9 of the City of Lemoore Zoning Ordinance.

Passed and adopted at a Special Meeting of the Planning Commission of the City of Lemoore held on April 24, 2023, by the following votes:

**AYES:** Franklin, Etchegoin, Clement, Couch, Meade

**NOES:**

**ABSTAINING:**

**ABSENT:** Brewer

**APPROVED:**

  
\_\_\_\_\_  
Greg Franklin, Chairperson

**ATTEST:**

  
\_\_\_\_\_  
Kristie Baley, Planning Commission Secretary



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## Staff Report

**To:** Lemoore City Council

**From:** Marisa Avalos, City Clerk

**Date:** May 8, 2023

**Meeting Date:** May 16, 2023

**Subject:** Activity Update

**Strategic Initiative:**

- ☐ Safe & Vibrant Community
- ☒ Fiscally Sound Government
- ☐ Community & Neighborhood Livability

- ☐ Growing & Dynamic Economy
- ☐ Operational Excellence
- ☐ Not Applicable

### Reports

➤ Warrant Register – FY 22/23

May 5, 2023

PEI  
DATE: 05/05/2023  
TIME: 16:04:03

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 1  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4211 - CITY COUNCIL

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4330									
11/23	05/23	21	12154	-03 17332	6405 EINERSON'S PREPR		297.42	-297.42	BUSINESS CARDS: GRAPHIC S
TOTAL						.00	297.42	-297.42	
TOTAL						.00	297.42	-297.42	

PEI  
DATE: 05/05/2023  
TIME: 16:04:03

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 2  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4213 - CITY MANAGER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4140					HEALTH INSURANCE				
11/23	05/05/23	21		17342	6868 MIDAMERICA ADMIN		28.12	.00	FRENCH, MARY
11/23	05/05/23	21		17342	6868 MIDAMERICA ADMIN		28.12	.00	GOODMAN, ALLEN
TOTAL					HEALTH INSURANCE	.00	56.24	.00	
4340					UTILITIES				
11/23	05/05/23	21		17346	T1356 NATHAN OLSON		80.48	.00	CELL PHONE REIM APR23
TOTAL					UTILITIES	.00	80.48	.00	
TOTAL					CITY MANAGER	.00	136.72	.00	

RUN DATE 05/05/2023 TIME 16:04:03

PEI - FUND ACCOUNTING

PEI  
DATE: 05/05/2023  
TIME: 16:04:03

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 3  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4214 - CITY CLERK'S OFFICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220			OPERATING SUPPLIES						
11/23	05/05/23	21	12154	-02 17332	6405 EINERSON'S PREPR		99.14	-99.14	BUSINESS CARDS
TOTAL			OPERATING SUPPLIES			.00	99.14	-99.14	
TOTAL			CITY CLERK'S OFFICE			.00	99.14	-99.14	

PEI  
DATE: 05/05/2023  
TIME: 16:04:03

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 4  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4215 - FINANCE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310					PROFESSIONAL CONTRACT SVC				
11/23	05/05/23	21		17327	6254 DIVISION OF THE		275.20	.00	1ST QUARTER 2023
11/23	05/05/23	21	12153	-01 17331	7139 HUDSON HENDERSON		17,905.00	-17,905.00	AUDIT PROCEDURES, TESTING
11/23	05/05/23	21	12176	-01 17350	7396 PRICE PAIGE & CO		1,550.00	-1,550.00	CONSULTING SERVICES RELAT
11/23	05/05/23	21	12176	-02 17350	7396 PRICE PAIGE & CO		1,680.00	-1,680.00	ADDITIONAL CONSULTING & T
TOTAL					PROFESSIONAL CONTRACT SVC	.00	21,410.20	-21,135.00	
TOTAL					FINANCE	.00	21,410.20	-21,135.00	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 5  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4216 - PLANNING

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4330									
11/23	05/05/23	21	12154	-04 17332	6405 EINERSON'S PREPR		99.14	-99.14	BUSINESS CARDS
TOTAL						.00	99.14	-99.14	
TOTAL						.00	99.14	-99.14	

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TIME: 16:04:03

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 6  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4220 - MAINTENANCE DIVISION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220					OPERATING SUPPLIES				
11/23	05/05/23	21		17369	0474 WEST VALLEY SUPP		10.67	.00	GAL V HEX BUSHING
11/23	05/05/23	21		17343	0342 MILLERS RENTALAN		314.00	.00	CONCRETEE PLANER, GAS
11/23	05/05/23	21	11893	-01 17367	1547 VERITIV OPERATIN		2,230.67	-2,230.67	JANITORIAL SUPPLIES
TOTAL					OPERATING SUPPLIES	.00	2,555.34	-2,230.67	
4350					REPAIR/MAINT SERVICES				
11/23	05/05/23	21	11925	-01 17355	6117 SIGNWORKS		748.27	-748.27	SIGNAGE FOR FINANCE CANO
TOTAL					REPAIR/MAINT SERVICES	.00	748.27	-748.27	
TOTAL					MAINTENANCE DIVISION	.00	3,303.61	-2,978.94	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 7  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4221 - POLICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4140									
	11/23	05/05/23	21	17342	6868 MIDAMERICA ADMIN		28.12	.00	MUNDY, PATRICK
	11/23	05/05/23	21	17342	6868 MIDAMERICA ADMIN		28.12	.00	STULL, CHARLES
TOTAL						.00	56.24	.00	
4220									
	11/23	05/05/23	21	17318	3010 THE ANIMAL HOUSE		48.21	.00	PRO-89 DOG FOOD
	11/23	05/05/23	21	12060 -01 17339	0287 LC ACTION POLICE		612.50	-612.50	DUTY HOLSTERS G17
	11/23	05/05/23	21	12060 -02 17339	0287 LC ACTION POLICE		26.00	-26.00	SHIPPING
	11/23	05/05/23	21	12060 -03 17339	0287 LC ACTION POLICE		44.41	-44.41	TAX
TOTAL						.00	731.12	-682.91	
4310									
	11/23	05/05/23	21	17340	5035 LEMOORE ANIMAL C		45.00	.00	VET VISIT
	11/23	05/05/23	21	17340	5035 LEMOORE ANIMAL C		104.40	.00	VET VISIT
	11/23	05/05/23	21	11806 -01 17337	1250 KINGS CO. SHERIF		53,645.39	-53,645.39	KINGS COUNTY ANIMAL SERVI
TOTAL						.00	53,794.79	-53,645.39	
4340									
	11/23	05/05/23	21	17368	0116 VERIZON WIRELESS		1,907.72	.00	03/17/2023-04/16/2023
TOTAL						.00	1,907.72	.00	
4360									
	11/23	05/05/23	21	17328	0719 FRESNO CITY COLL		299.00	.00	REGISTRATION
TOTAL						.00	299.00	.00	
TOTAL						.00	56,788.87	-54,328.30	

RUN DATE 05/05/2023 TIME 16:04:03

PEI - FUND ACCOUNTING

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 8  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4222 - FIRE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4330									
11/23	05/05/23	21	12154	-05 17332	6405 EINERSON'S PREPR		99.14	-99.14	BUSINESS CARDS
TOTAL						.00	99.14	-99.14	
TOTAL						.00	99.14	-99.14	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 9  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4224 - BUILDING INSPECTION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4140									
11/23	05/05/23	21		17342	6868 MIDAMERICA ADMIN		28.13	.00	HENSON, RONALD
TOTAL						.00	28.13	.00	
TOTAL						.00	28.13	.00	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 10  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4230 - PUBLIC WORKS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
11/23	05/05/23	21	12154	-06	17332	6405 EINERSON'S PREPR	297.42	-297.42	BUSINESS CARDS
TOTAL						.00	297.42	-297.42	
TOTAL						.00	297.42	-297.42	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 11  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4231 - STREETS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
									OPERATING SUPPLIES
11/23	05/05/23	21	11953	-01	17359	5306 T&T PAVEMENT MAR	6,338.80	-6,338.80	TRUCK ROUTE SIGNS, POLES
11/23	05/05/23	21	11953	-02	17359	5306 T&T PAVEMENT MAR	50.00	-50.00	TRUCK ROUTE SIGNS, POLES
TOTAL						.00	6,388.80	-6,388.80	
TOTAL						.00	6,388.80	-6,388.80	STREETS

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 12  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4242 - RECREATION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4140									
11/23	05/05/23	21		17342	6868 MIDAMERICA ADMIN		28.13	.00	HERNANDEZ, THOMAS
TOTAL						.00	28.13	.00	
4310									
11/23	05/05/23	21		17357	5235 STATE DISBURSEME		150.00	.00	J. GLASPIE CHILD SUPP
11/23	05/05/23	21		17354	7279 BRITTANY SCOTT		415.80	.00	MINI MUSIC APRIL 2023
11/23	05/05/23	21		17323	6731 FLORENCE COLBY		532.00	.00	ZUMBA APRIL 2023
11/23	05/05/23	21		17366	6371 MANUEL VELARDE		661.50	.00	KARATE APRIL 2023
11/23	05/05/23	21		17329	5962 JASON GLASPIE		700.50	.00	BOXING APRIL 2023
TOTAL						.00	2,459.80	.00	
TOTAL						.00	2,487.93	.00	

PEI  
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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 13  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4296 - INFORMATION TECHNOLOGY

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/05/23	21		17362	5818 UNWIRED BROADBAN		210.00	.00	05/01/2023-05/31/2023
TOTAL						.00	210.00	.00	
4340									
11/23	05/05/23	21		17348	7070 PANTERRA NETWORK		-37.58	.00	04/01/2023-04/30/2023
11/23	05/05/23	21		17320	5516 AT&T		98.82	.00	03/25/2023-04/24/2023
11/23	05/05/23	21		17348	7070 PANTERRA NETWORK		1,554.90	.00	04/01/2023-04/30/2023
TOTAL						.00	1,616.14	.00	
TOTAL					INFORMATION TECHNOLOGY	.00	1,826.14	.00	

PEI  
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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 14  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4297 - HUMAN RESOURCES

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
11/23	05/05/23	21	12154	-01 17332	6405 EINERSON'S PREPR		99.14	-99.14	BUSINESS CARDS
TOTAL						.00	99.14	-99.14	
4360									
11/23	05/05/23	21	11906	-01 17365	T2782 JOSALYNN VALDEZ		3,000.00	-3,000.00	TUITION REIMBURSEMENT FY
TOTAL						.00	3,000.00	-3,000.00	
TOTAL						.00	3,099.14	-3,099.14	
TOTAL						.00	96,361.80	-88,822.44	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 15  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 020 - TRAFFIC SAFETY  
BUDGET UNIT - 4223 - PD TRAFFIC SAFETY

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4825									
									MACHINERY & EQUIPMENT
11/23	05/05/23	21	12062	-01	17356	5571 STALKER RADAR AP	6,100.00	-6,100.00	STALKER II STATIONARY RAD
11/23	05/05/23	21	12062	-02	17356	5571 STALKER RADAR AP	442.25	-442.25	TAX
TOTAL						.00	6,542.25	-6,542.25	
									MACHINERY & EQUIPMENT
TOTAL						.00	6,542.25	-6,542.25	PD TRAFFIC SAFETY
TOTAL						.00	6,542.25	-6,542.25	TRAFFIC SAFETY

PEI  
DATE: 05/05/2023  
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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 16  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523  
ACCOUNTING PERIOD: 11/23

FUND - 040 - FLEET MAINTENANCE  
BUDGET UNIT - 4265 - FLEET MAINTENANCE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220					OPERATING SUPPLIES				
11/23	05/05/23	21		17321	6145 AUTOZONE		63.69	.00	MOTHERS POWER CONE
11/23	05/05/23	21		17345	6120 O'REILLY AUTO PA		75.06	.00	SUV COVER
11/23	05/05/23	21		17322	1908 BATTERY SYSTEMS,		173.00	.00	COMM CORE CHARGER C
11/23	05/05/23	21	11556	-01 17341	0306 LEMOORE HIGH SCH		705.72	-705.72	CNG FUEL
TOTAL					OPERATING SUPPLIES	.00	1,017.47	-705.72	
4230					REPAIR/MAINT SUPPLIES				
11/23	05/05/23	21		17321	6145 AUTOZONE		-540.42	.00	ORG REC. 5348915132
11/23	05/05/23	21		17325	5289 CUMMINS SALES AN		-292.55	.00	ORG REC. Y4-89382
11/23	05/05/23	21		17338	0286 LAWRENCE TRACTOR		27.50	.00	GASKET, OIL SEAL
11/23	05/05/23	21		17345	6120 O'REILLY AUTO PA		48.05	.00	CABIN & AIR FILTER
11/23	05/05/23	21		17345	6120 O'REILLY AUTO PA		65.12	.00	CAPSULE
11/23	05/05/23	21		17321	6145 AUTOZONE		70.77	.00	CENTER SUPPORT BEARIN
11/23	05/05/23	21		17334	6691 INTERSTATE GAS S		118.24	.00	SWITCH-TURN SIGNAL
11/23	05/05/23	21		17361	7136 THERMO KING OF C		202.06	.00	NUT,WHEEL,HUB CAP
11/23	05/05/23	21		17330	6146 HANFORD CHRYSLER		218.07	.00	AA-SUPPORT E
11/23	05/05/23	21		17347	7306 ONE SOURCE PARTS		268.63	.00	JOYSTICK BUTTON
11/23	05/05/23	21		17333	6715 INTERSTATE BILLI		309.00	.00	MOUNT-RUBBER
11/23	05/05/23	21		17336	0458 KELLER FORD LINC		357.98	.00	N-LAMPS
11/23	05/05/23	21		17321	6145 AUTOZONE		365.68	.00	LOADED STRUT ASSEMBLY
11/23	05/05/23	21		17334	6691 INTERSTATE GAS S		449.89	.00	GUSSET-CROSSMEMBER
11/23	05/05/23	21		17347	7306 ONE SOURCE PARTS		450.27	.00	JOYSITCK BUTTON
11/23	05/05/23	21		17325	5289 CUMMINS SALES AN		495.24	.00	SPARK PLUG, OIL GAUGE
11/23	05/05/23	21		17321	6145 AUTOZONE		540.42	.00	SPECAILITY PROD CONTRO
11/23	05/05/23	21	12142	-01 17317	6513 A-1 AUTO ELECTRI		1,290.37	-1,290.37	PRESSURE REGULATOR FOR UN
11/23	05/05/23	21	12142	-02 17317	6513 A-1 AUTO ELECTRI		4.41	-4.41	PRESSURE REGULATOR FOR UN
11/23	05/05/23	21	12156	-01 17325	5289 CUMMINS SALES AN		1,828.30	-1,828.30	FUEL PUPM FOR UNIT 109
11/23	05/05/23	21	12162	-01 17321	6145 AUTOZONE		994.20	-994.20	DRIVESHAFT FOR UNIT P47
11/23	05/05/23	21	12173	-01 17322	1908 BATTERY SYSTEMS,		550.14	-550.14	BATTERY STOCK
11/23	05/05/23	21	12175	-01 17347	7306 ONE SOURCE PARTS		697.85	-697.85	MAIN PIVOT BUSHINGS
TOTAL					REPAIR/MAINT SUPPLIES	.00	8,519.22	-5,365.27	
4350					REPAIR/MAINT SERVICES				
11/23	05/05/23	21	12168	-01 17333	6715 INTERSTATE BILLI		1,165.30	-1,165.30	DEF REPAIRS ON UNIT 26
11/23	05/05/23	21	12171	-01 17352	6323 QUINN COMPANY		1,556.18	-1,556.18	HYDRAULICS CYLINGER REPAI
11/23	05/05/23	21	12172	-01 17324	6374 COOK'S COMMUNICA		579.18	-579.18	INSTALL NEW USED LIGHT BA
11/23	05/05/23	21	12174	-01 17335	2956 JONES COLLISION		3,347.00	-3,347.00	ACCIDENT REPAIRS
TOTAL					REPAIR/MAINT SERVICES	.00	6,647.66	-6,647.66	
TOTAL					FLEET MAINTENANCE	.00	16,184.35	-12,718.65	
TOTAL					FLEET MAINTENANCE	.00	16,184.35	-12,718.65	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 050 - WATER  
BUDGET UNIT - 4250 - WATER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4140									
11/23	05/05/23	21		17342	6868 MIDAMERICA ADMIN		28.13	.00	ESPINOZA, MARY
TOTAL						.00	28.13	.00	
4230									
11/23	05/05/23	21 12167	-01 17319		7208 AQUA-METRIC SALE		2,365.80	-2,365.80	AQUAMETRIC SOFTWARE SUPPO
TOTAL						.00	2,365.80	-2,365.80	
4310									
11/23	05/05/23	21 12151	-01 17363		4033 U.S. BANK NATION		1,650.00	-1,650.00	WATER REVENUE BOND ADMIN
11/23	05/05/23	21 12152	-01 17360		2799 TELSTAR INSTRUME		4,288.00	-4,288.00	FIELD REPORT
TOTAL						.00	5,938.00	-5,938.00	
4340									
11/23	05/05/23	21		17349	6627 PG&E NON ENERGY		445.37	.00	04/01/2023-04/30/2023
TOTAL						.00	445.37	.00	
TOTAL						.00	8,777.30	-8,303.80	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 050 - WATER  
BUDGET UNIT - 5232 - FLOOD MITIGATION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220					OPERATING SUPPLIES				
11/23	05/05/23	21		17358	0428 STONEY'S SAND &		308.50	.00	FILL DIRT
11/23	05/05/23	21	12164	-01 17358	0428 STONEY'S SAND &		789.50	-789.50	FILL SAND AND MATERIALS
11/23	05/05/23	21	12164	-01 17358	0428 STONEY'S SAND &		789.50	-789.50	FILL SAND AND MATERIALS
11/23	05/05/23	21	12164	-01 17358	0428 STONEY'S SAND &		884.81	-884.81	FILL SAND AND MATERIALS
11/23	05/05/23	21	12164	-01 17358	0428 STONEY'S SAND &		1,579.00	-1,579.00	FILL SAND AND MATERIALS
11/23	05/05/23	21	12164	-01 17358	0428 STONEY'S SAND &		3,795.80	-3,795.80	FILL SAND AND MATERIALS
TOTAL					OPERATING SUPPLIES	.00	8,147.11	-7,838.61	
4310					PROFESSIONAL CONTRACT SVC				
11/23	05/05/23	21	12155	-01 17353	6750 ROCKEEZ ENGINEER		51,620.63	-99,420.63	NORTH WELL BERM
11/23	05/05/23	21	12163	-01 17353	6750 ROCKEEZ ENGINEER		3,097.19	-3,097.19	WEED REMOVAL
11/23	05/05/23	21	12163	-01 17353	6750 ROCKEEZ ENGINEER		4,561.81	-4,561.81	WEED REMOVAL
11/23	05/05/23	21	12163	-02 17353	6750 ROCKEEZ ENGINEER		2,102.81	-2,102.81	WEED REMOVAL
11/23	05/05/23	21	12163	-02 17353	6750 ROCKEEZ ENGINEER		3,097.19	-3,097.19	WEED REMOVAL
TOTAL					PROFESSIONAL CONTRACT SVC	.00	64,479.63	-112,279.63	
TOTAL					FLOOD MITIGATION	.00	72,626.74	-120,118.24	
TOTAL					WATER	.00	81,404.04	-128,422.04	

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ACCOUNTING PERIOD: 11/23

FUND - 056 - REFUSE  
BUDGET UNIT - 4256 - REFUSE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4140									
11/23	05/05/23	21		17342	6868 MIDAMERICA ADMIN		28.13	.00	GARCIA, DAN
TOTAL						.00	28.13	.00	
TOTAL		REFUSE				.00	28.13	.00	
TOTAL		REFUSE				.00	28.13	.00	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 060 - SEWER& STORM WTR DRAINAGE  
BUDGET UNIT - 4260 - SEWER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	
4230					REPAIR/MAINT SUPPLIES					
11/23	05/05/23	21	12123	-01	17364	7405	USABUEBOOK	888.65	-888.65	LEVELRAT TRANSMITTER
11/23	05/05/23	21	12123	-02	17364	7405	USABUEBOOK	64.43	-64.43	LEVELRAT TRANSMITTER
TOTAL					REPAIR/MAINT SUPPLIES	.00	953.08	-953.08		
4310					PROFESSIONAL CONTRACT SVC					
11/23	05/05/23	21	11593	-02	17344	6245	MOORE TWINING AS	70.00	-70.00	LAB ANALYSIS
11/23	05/05/23	21	11593	-02	17344	6245	MOORE TWINING AS	70.00	-70.00	LAB ANALYSIS
11/23	05/05/23	21	11593	-02	17344	6245	MOORE TWINING AS	70.00	-70.00	LAB ANALYSIS
11/23	05/05/23	21	11593	-02	17344	6245	MOORE TWINING AS	70.00	-70.00	LAB ANALYSIS
11/23	05/05/23	21	11593	-02	17344	6245	MOORE TWINING AS	70.00	-70.00	LAB ANALYSIS
11/23	05/05/23	21	11593	-02	17344	6245	MOORE TWINING AS	70.00	-70.00	LAB ANALYSIS
11/23	05/05/23	21	11593	-02	17344	6245	MOORE TWINING AS	70.00	-70.00	LAB ANALYSIS
11/23	05/05/23	21	11593	-02	17344	6245	MOORE TWINING AS	80.00	-80.00	LAB ANALYSIS
11/23	05/05/23	21	11593	-02	17344	6245	MOORE TWINING AS	115.00	-115.00	LAB ANALYSIS
11/23	05/05/23	21	11593	-02	17344	6245	MOORE TWINING AS	115.00	-115.00	LAB ANALYSIS
11/23	05/05/23	21	11593	-02	17344	6245	MOORE TWINING AS	115.00	-115.00	LAB ANALYSIS
11/23	05/05/23	21	11593	-02	17344	6245	MOORE TWINING AS	115.00	-115.00	LAB ANALYSIS
11/23	05/05/23	21	11593	-02	17344	6245	MOORE TWINING AS	115.00	-115.00	LAB ANALYSIS
11/23	05/05/23	21	11593	-02	17344	6245	MOORE TWINING AS	265.00	-265.00	LAB ANALYSIS
11/23	05/05/23	21	11593	-02	17344	6245	MOORE TWINING AS	265.00	-265.00	LAB ANALYSIS
11/23	05/05/23	21	11593	-02	17344	6245	MOORE TWINING AS	280.00	-280.00	LAB ANALYSIS
11/23	05/05/23	21	11593	-02	17344	6245	MOORE TWINING AS	824.00	-824.00	LAB ANALYSIS
TOTAL					PROFESSIONAL CONTRACT SVC	.00	2,594.00	-2,594.00		
TOTAL					SEWER	.00	3,547.08	-3,547.08		
TOTAL					SEWER& STORM WTR DRAINAGE	.00	3,547.08	-3,547.08		

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 201 - LLMD ZONE 1  
BUDGET UNIT - 4851 - LLMD ZONE 1 WESTFIELD

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310					PROFESSIONAL CONTRACT SVC				
11/23	05/05/23	21	11683	-01	17371	7238 WESTSCAPES	593.80	-593.80	LLMD 1
11/23	05/05/23	21	11683	-01	17371	7238 WESTSCAPES	1,648.91	-1,648.91	LLMD 1
11/23	05/05/23	21	11683	-01	17371	7238 WESTSCAPES	2,494.00	-2,494.00	LLMD 1
11/23	05/05/23	21	11683	-01	17371	7238 WESTSCAPES	3,583.00	-3,583.00	LLMD 1
11/23	05/05/23	21	11683	-01	17371	7238 WESTSCAPES	3,583.00	-3,583.00	LLMD 1
TOTAL					PROFESSIONAL CONTRACT SVC	.00	11,902.71	-11,902.71	
TOTAL					LLMD ZONE 1 WESTFIELD	.00	11,902.71	-11,902.71	
TOTAL					LLMD ZONE 1	.00	11,902.71	-11,902.71	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 203 - LLMD ZONE 3 SILVA ESTATES  
BUDGET UNIT - 4853 - LLMD ZONE 3 SILVA ESTATES

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/05/23	21	11682	-01 17371	7238 WESTSCAPES		452.00	-452.00	LLMD 3
11/23	05/05/23	21	11682	-01 17371	7238 WESTSCAPES		452.00	-452.00	LLMD 3
TOTAL						.00	904.00	-904.00	
TOTAL						.00	904.00	-904.00	
TOTAL						.00	904.00	-904.00	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 205 - LLMD ZONE 5 WILDFLOWER  
BUDGET UNIT - 4855 - LLMD ZONE 5 WILDFLOWER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
									PROFESSIONAL CONTRACT SVC
11/23	05/05/23	21	11680	-01 17371	7238 WESTSCAPES		75.00	-75.00	LLMD 5
11/23	05/05/23	21	11680	-01 17371	7238 WESTSCAPES		75.00	-75.00	LLMD 5
TOTAL						.00	150.00	-150.00	PROFESSIONAL CONTRACT SVC
TOTAL						.00	150.00	-150.00	LLMD ZONE 5 WILDFLOWER
TOTAL						.00	150.00	-150.00	LLMD ZONE 5 WILDFLOWER

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 206 - LLMD ZONE 6 CAPISTRANO  
BUDGET UNIT - 4856 - LLMD ZONE 6 CAPISTRANO

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/05/23	21	11681	-01 17371	7238 WESTSCAPES		162.00	-162.00	LLMD 6
11/23	05/05/23	21	11681	-01 17371	7238 WESTSCAPES		162.00	-162.00	LLMD 6
TOTAL						.00	324.00	-324.00	
TOTAL						.00	324.00	-324.00	
TOTAL						.00	324.00	-324.00	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 207 - LLMD ZONE 7 SILVERADO  
BUDGET UNIT - 4857 - LLMD ZONE 7 SILVERADO

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
									PROFESSIONAL CONTRACT SVC
11/23	05/05/23	21	11679	-01 17371	7238 WESTSCAPES		291.00	-291.00	LLMD 7
11/23	05/05/23	21	11679	-01 17371	7238 WESTSCAPES		291.00	-291.00	LLMD 7
TOTAL						.00	582.00	-582.00	
									PROFESSIONAL CONTRACT SVC
TOTAL						.00	582.00	-582.00	LLMD ZONE 7 SILVERADO
TOTAL						.00	582.00	-582.00	LLMD ZONE 7 SILVERADO

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 208A - LLMD ZONE 8 COUNTRY CLUB  
BUDGET UNIT - 4858A - LLMD ZONE 8 COUNTRY CLUB

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
									PROFESSIONAL CONTRACT SVC
11/23	05/05/23	21	11678	-01 17371	7238 WESTSCAPES		303.14	-303.14	LLMD 8A
11/23	05/05/23	21	11678	-01 17371	7238 WESTSCAPES		412.00	-412.00	LLMD 8A
11/23	05/05/23	21	11678	-01 17371	7238 WESTSCAPES		412.00	-412.00	LLMD 8A
TOTAL						.00	1,127.14	-1,127.14	
									PROFESSIONAL CONTRACT SVC
TOTAL						.00	1,127.14	-1,127.14	LLMD ZONE 8 COUNTRY CLUB
TOTAL						.00	1,127.14	-1,127.14	LLMD ZONE 8 COUNTRY CLUB

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 208B - LLMD ZONE 8B GREENS  
BUDGET UNIT - 4858B - LLMD ZONE 8B GREENS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/05/23	21	11677	-01 17371	7238 WESTSCAPES		434.00	-434.00	LLMD 8B
11/23	05/05/23	21	11677	-01 17371	7238 WESTSCAPES		434.00	-434.00	LLMD 8B
TOTAL						.00	868.00	-868.00	
TOTAL						.00	868.00	-868.00	
TOTAL						.00	868.00	-868.00	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 209 - LLMD ZONE 9 LA DANTE ROSE  
BUDGET UNIT - 4859 - LLMD ZONE 9 LA DANTE ROSE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310					PROFESSIONAL CONTRACT SVC				
11/23	05/05/23	21	11676	-01	17371	7238 WESTSCAPES	295.00	-295.00	LLMD 9
11/23	05/05/23	21	11676	-01	17371	7238 WESTSCAPES	295.00	-295.00	LLMD 9
11/23	05/05/23	21	11676	-01	17371	7238 WESTSCAPES	295.00	-295.00	LLMD 9
TOTAL					PROFESSIONAL CONTRACT SVC	.00	885.00	-885.00	
TOTAL					LLMD ZONE 9 LA DANTE ROSE	.00	885.00	-885.00	
TOTAL					LLMD ZONE 9 LA DANTE ROSE	.00	885.00	-885.00	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 210 - LLMD ZONE 10 AVALON  
BUDGET UNIT - 4860 - LLMD ZONE 10 AVALON

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/05/23	21	11675	-01 17371	7238 WESTSCAPES		817.00	-817.00	LLMD 10
11/23	05/05/23	21	11675	-01 17371	7238 WESTSCAPES		817.00	-817.00	LLMD 10
11/23	05/05/23	21	11675	-01 17371	7238 WESTSCAPES		817.00	-817.00	LLMD 10
TOTAL					PROFESSIONAL CONTRACT SVC	.00	2,451.00	-2,451.00	
TOTAL					LLMD ZONE 10 AVALON	.00	2,451.00	-2,451.00	
TOTAL					LLMD ZONE 10 AVALON	.00	2,451.00	-2,451.00	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 30  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 211 - LLMD ZONE 11 SELF HELP EN  
BUDGET UNIT - 4861 - LLMD ZONE 11 SELF HELP EN

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
									PROFESSIONAL CONTRACT SVC
11/23	05/05/23	21	11664	-01	17371	7238 WESTSCAPES	179.00	-179.00	LLMD 11
11/23	05/05/23	21	11664	-01	17371	7238 WESTSCAPES	179.00	-179.00	LLMD 11
11/23	05/05/23	21	11664	-01	17371	7238 WESTSCAPES	179.00	-179.00	LLMD 11
TOTAL						.00	537.00	-537.00	
									PROFESSIONAL CONTRACT SVC
TOTAL						.00	537.00	-537.00	LLMD ZONE 11 SELF HELP EN
TOTAL						.00	537.00	-537.00	LLMD ZONE 11 SELF HELP EN

PEI  
DATE: 05/05/2023  
TIME: 16:04:03

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 31  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 212 - LLMD ZONE 12 SUMMERWIND  
BUDGET UNIT - 4862 - LLMD ZONE 12 SUMMERWIND

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/05/23	21	11674	-01	17371	7238	WESTSCAPES	1,103.70	-1,103.70 LLMD 12
11/23	05/05/23	21	11674	-01	17371	7238	WESTSCAPES	1,778.00	-1,778.00 LLMD 12
11/23	05/05/23	21	11674	-01	17371	7238	WESTSCAPES	1,778.00	-1,778.00 LLMD 12
11/23	05/05/23	21	11674	-01	17371	7238	WESTSCAPES	1,778.00	-1,778.00 LLMD 12
11/23	05/05/23	21	11674	-01	17371	7238	WESTSCAPES	1,778.00	-1,778.00 LLMD 12
TOTAL						.00	6,437.70	-6,437.70	
TOTAL						.00	6,437.70	-6,437.70	
TOTAL						.00	6,437.70	-6,437.70	

PEI  
DATE: 05/05/2023  
TIME: 16:04:03

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 32  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 213 - LLMD ZONE 13 CORNERSTONE  
BUDGET UNIT - 4863 - LLMD ZONE 13 CORNERSTONE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310					PROFESSIONAL CONTRACT SVC				
11/23	05/05/23	21	11673	-01	17371	7238 WESTSCAPES	252.00	-252.00	LLMD 13
11/23	05/05/23	21	11673	-01	17371	7238 WESTSCAPES	252.00	-252.00	LLMD 13
11/23	05/05/23	21	11673	-01	17371	7238 WESTSCAPES	252.00	-252.00	LLMD 13
11/23	05/05/23	21	11673	-01	17371	7238 WESTSCAPES	685.49	-685.49	LLMD 13
TOTAL					PROFESSIONAL CONTRACT SVC	.00	1,441.49	-1,441.49	
TOTAL					LLMD ZONE 13 CORNERSTONE	.00	1,441.49	-1,441.49	
TOTAL					LLMD ZONE 13 CORNERSTONE	.00	1,441.49	-1,441.49	
TOTAL					REPORT	.00	231,677.69	-267,662.50	

PEI  
DATE: 05/05/2023  
TIME: 16:10:07

CITY OF LEMOORE  
GENERAL LEDGER TRANSACTION ANALYSIS

PAGE NUMBER: 1  
AUDIT311

SELECTION CRITERIA: account.acct between '1011' and '2011'AND transact.yr='23' and transact.period='11' and transact.batch='MJ050523'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND

ACCOUNT	DATE	T/C	REFERENCE	VENDOR/PAYER	DEBIT	CREDIT	DESCRIPTION
1550							
	11/23		05/05/23 21 17351	7161 QUADIENT LEASING USA	517.21		POSTAGE LEASE MAY-AUG
TOTAL			PREPAID EXPENSE		517.21	.00	
TOTAL			GENERAL FUND		517.21	.00	
TOTAL			REPORT		517.21	.00	