# CITY OF MENDOTA

## General Plan Update 2005-2025

Adopted August 11, 2009

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# CHAPTER 1: INTRODUCTION

# INTRODUCTION

*The City of Mendota has a history tied to the agricultural development of the San Joaquin Valley. This rural, agricultural heritage continues to the present day in Mendota as almost half of the population is employed in agriculture or agricultural industries. However, as agricultural production becomes increasingly mechanized, the City looks towards improving and expanding its economic base so that Mendota is, and remains, a desirable place to live, work and play.*

*Development of this General Plan represents the effort of the residents of Mendota towards establishing a vibrant community that reflects the character, values and hopes of its residents.*

**A General Plan is a comprehensive, long-range policy document that comprises the official statement of the City regarding growth and the flavor of development in the planning area.**

**Mendota's General Plan represents a vision of the future, a guide to retaining the unique agricultural character that makes Mendota a special place while ensuring that it grows into the dynamic, self-sufficient City the community envisions.**

## HOW THE INTRODUCTION IS ORGANIZED

- **Introduction:** This section contains an overview of the General Plan including purpose, state law, consistency requirement and use of this General Plan;
- **General Plan Setting:** Provides background information and a description of the geographic/physical setting and community characteristics;
- **Vision for Mendota:** This section discusses public participation in Mendota's General Plan process and the goals and policies that were developed;
- **The General Plan:** An introduction to Mendota's General Plan planning boundaries and an outline of how the General Plan is organized; and
- **Related Planning Activities:** Describes other planning activities such as annexations and zoning that are related to the General Plan.

# INTRODUCTION

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# INTRODUCTION

## INTRODUCTION TO THE GENERAL PLAN

### PURPOSE AND STATE LAW

A General Plan serves as a blueprint for future growth and development and comprises the official statement of a city regarding growth and the quality of development within a city's planning area. As such, a General Plan contains policies and programs designed to provide decision-makers with a solid foundation for land use and development decisions. Consequently, the Zoning Ordinance, Specific Plans, and individual public and private development proposals must be consistent with the goals, policies and standards of the General Plan.

A General Plan must also be founded on a thorough understanding of the community's history, its environmental setting and constraints, and previous actions that helped shape the present development pattern. Much of this information can be found in the Background Report prepared in conjunction with this General Plan.

The last update to the City's General Plan occurred in 1991 and only addressed the Land Use and Circulation Elements. The Housing Element of the General Plan was adopted separately in 2004 and covers the period from 2002 to 2007. Adoption of this General Plan will supersede the current version of the General Plan.

### STATE REQUIREMENTS

California law requires each city and county to adopt a comprehensive, long-term General Plan to guide the physical development of land within its boundaries and areas outside the incorporated city limits that are related to future planning activities.

State law is very specific on the topics that must be addressed in a General Plan. The General Plan must address seven various topics: Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety. The organization of the General Plan is at the discretion of the jurisdiction and the topics (usually arranged as "elements") may be combined or others added. The State recognizes that each jurisdiction may face unique issues and authorizes the adoption of optional elements that address issues of local concern.

## INTERNAL CONSISTENCY

The General Plan must fully integrate its separate parts and relate them to each other without conflict. This concept of internal consistency is critical to the effectiveness of the overall plan and has a number of dimensions as described below.

All adopted portions of the General Plan, whether or not required by State law, have equal legal weight. No element may supersede another and the General Plan must resolve potential conflicts among the elements through clear language and policy consistency. Secondly, each element of a General Plan, both mandatory and optional, must be consistent with and complement one another. This includes the element's goals, policies and implementation measures, as well as any supporting data and analyses. Additionally, policies and proposals put forward in an area or community plan must be consistent with the overall General Plan. Finally, consistency is required between the text and figures, tables, diagrams, etc., which are presented in the General Plan.

Without consistency in all of these areas: among elements, between elements, within elements and between text and diagrams, the General Plan cannot effectively provide clear guidance for future decision-making.

## USING AND INTERPRETING THIS GENERAL PLAN

The General Plan is intended to be used by a broad range of persons, including:

- The Planning Commission and City Council in decision-making activities;
- City staff in developing programs and reviewing projects;
- The development community in preparing development proposals; and
- Residents and citizens interested in the future of Mendota and the City's policies.

When using this General Plan, the following basic rules should be kept in mind:

- Only those statements specifically listed as a "Goal" are to be interpreted as stating the City's goals.
- Only those statements specifically listed as "Policy" are to be interpreted as statements of City policy. Narrative descriptions and discussions not preceded by a Policy designation are provided for information and background only and may assist decision makers with the interpretation of Policies.

- Unless otherwise defined by Policy, the standard definitions of words and terms shall be used. The Glossary to this General Plan provides definitions of many commonly used planning terms; these may be used as a starting point in resolving disputes about the meanings of words in Goals or Policies.
- Some information in this General Plan (e.g. population figures) is expected to become outdated in the normal course of events. Where this information is critical to the use of this Plan's Goals or Policies, the most up-to-date information should be used.

The following specific conventions are used in this General Plan:

- Where the word "City" is capitalized, the reference is generally to the City of Mendota as a governmental agency, as in "The City was incorporated in 1942."
- Where the word "city" is lowercase, the reference is generally to the geographic place, as in "There are several incorporated cities the region."
- References to current facts and figures should generally be considered to refer to the years 2006-2007, unless specifically stated otherwise.

## GENERAL PLAN SETTING

### GEOGRAPHIC/PHYSICAL SETTING

The City of Mendota is situated in the central portion of the San Joaquin Valley, which forms the southern portion of the Central Valley of California. The City is located in northwestern Fresno County near the confluence of the San Joaquin River and the Fresno Slough. State Routes (SR) 33 and SR 180 also intersect in Mendota. The main transportation route between northern and southern California, Interstate 5, is located about fifteen miles west of Mendota. The City is approximately 10 miles southeast of the City of Firebaugh and 35 miles west of the City of Fresno.

Mendota's regional location is shown in **Figure 1-1**.

Views from the City are generally limited due to the flatness of the region. However, the Coast Ranges are frequently visible to the west, and on clear days the Sierra Nevada Mountains can be seen east of the City. The 11,800-acre Mendota Wildlife

Area is located three miles southeast of the City along SR 180, surrounding the Fresno Slough. Several water canals, including the Delta-Mendota Canal, border the Mendota area on the north and intersect the San Joaquin River near its confluence with the Fresno Slough. Surrounding natural and man-made features include agricultural areas; surface water features such as the San Joaquin River, Fresno Slough and the Delta-Mendota Canal; and the Federal prison currently under construction to the southwest of Mendota.

Mendota's climate features hot and dry summers, with little or no rainfall, and mild winters with relatively light rainfall. Summer temperatures exceeding 110 degrees Fahrenheit and winter temperatures below 27 degrees Fahrenheit are rare. Fog occurs during the winter months between November and February. The normal annual precipitation averages about ten inches, with nearly all of this occurring between November and April. Winds are predominantly from the north-northwest in all seasons, but more so in the summer and spring months. Winds in the fall and winter are generally lighter and more variable in direction. The surrounding topographic features restrict air movement through and out of the basin and, as a result, impede the dispersion of pollutants from the basin.

## COMMUNITY


Mendota is one of many towns in the region that began as a way station of the Southern Pacific Railroad. It was established in 1895 following construction of the west side line from San Jose to Millerton in the late 1880s. Initially, the economy of the area was associated with cattle and crop production, mainly vegetables and grain. A plentiful water supply and railway transportation were instrumental in the expansion of agricultural activities. Land surrounding the City has been historically tied to agriculture, with crops including alfalfa, wheat, barley, oats, cantaloupe, pomegranates, cotton, sugar beets, tomatoes and orchard crops. Mendota is a central shipping point for many of the agricultural products from the west side of the San Joaquin Valley and is known as the "Cantaloupe Center of the World."

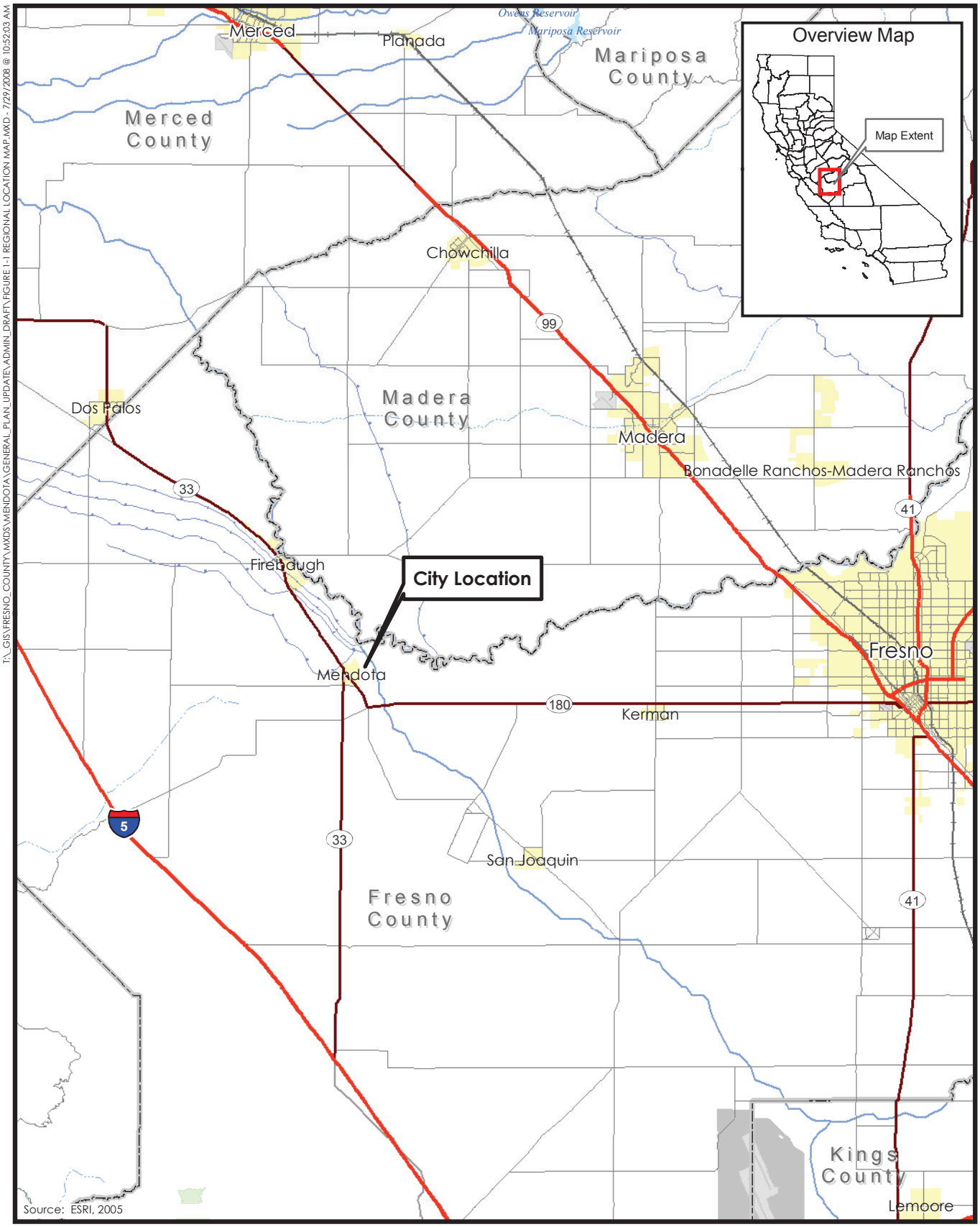


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**Figure 1-1**
Regional Location Map

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# INTRODUCTION

Mendota was incorporated in 1942. The population has grown steadily at a rate consistent with Fresno County as a whole. According to the California Department of Finance, between 1990 and 2000, Fresno County's population increased by almost 20 percent, or 131,917 persons. During this same period the City of Mendota grew at a rate of 16 percent, or 1.6 percent annually. From 2000 to 2005 the City's growth rate increased to an estimated 2.2% annually; resulting in a population of 8,739 persons. The Department of Finance estimates that Mendota's growth rate is on the rise; the current (2006) rate of growth is estimated to be approximately 3-5% annually.

The Mendota community has historically been predominantly Latino, with non-Latino whites comprising the next largest demographic. Major ancestry groups reported to the US Census (2000) by Mendota residents include: Mexican (71%), Other Hispanic or Latino (13%) and Central American (11%).

The majority of jobs has been in the services, agriculture and retail sectors. The unemployment rate in 2006 was 7.60 percent (U.S. avg. is 4.60%) and over 40 percent of the population lived below the poverty level. However, recent job growth has been positive, increasing by 2.82 annually (nearly twice the national average).

Overcrowding is defined by the U.S. Census as having more than one person per room living in a single housing unit. Over the last three decades (1970 - 2000), overcrowding in the City of Mendota has been on a steady rise. In 2000, 47.6 percent of the population lived in overcrowded conditions.

The Community enjoys several recreation opportunities including three city parks in addition to the county and state administered parklands, and an active sports and activity program under city sponsorship, together with events sponsored by the eight local service clubs. Nearby Fresno County recreation areas include the Mendota Pool Launch Ramp, Delta-Mendota Canal Fishing Access, the Alkali Sink Ecological Reserve and the Mendota Wildlife Refuge.

# VISION FOR MENDOTA

Topics and issues of community concern were identified during the General Plan preparation process. This General Plan was developed through a process of public participation and input, and through research and generation of technical reports.

## PUBLIC PARTICIPATION

Public workshops were conducted to obtain input from the citizens of Mendota regarding the proposed General Plan. The workshops took place in April 2006, at the onset of the update process, and in February and April 2007, as the preferred Land Use plan was being developed. The meetings were presented in both English and Spanish. Participants were asked to identify potential problems, issues, etc., especially regarding the proposed land use map.

The workshops identified community needs and issues that residents would like addressed in the General Plan. Based on this input, the proposed Land Use Map was refined for inclusion into the final draft of this General Plan. Participant input also helped to develop land use alternatives depicting different visions for the future of the community, which form the basis of the alternatives analysis in the EIR for this Plan.

## RESULTING GOALS AND POLICIES

The public and the City identified several broad goals/objectives as important components of the new General Plan including: working towards a jobs/housing balance; strengthening the local economy, diversifying jobs, housing and shopping opportunities, and promoting Mendota as a wonderful place to live, work and play.

As a result of this input, policies contained in the General Plan elements seek to encourage new urban growth and development provided that such growth will have minimal adverse impacts upon the environment; will enhance the stability of the local economy; and will be within the capability of the City and other agencies to provide necessary urban services.

The primary focus of the General Plan is to foster a climate conducive for expanded and diversified economic development in Mendota, including the provision of a variety of additional and better paying jobs, a mix of housing opportunities to meet the City's current and future needs and expanded retail shopping choices.

# INTRODUCTION

## THE GENERAL PLAN

The Mendota General Plan provides a broad framework for planning the future of the City. This General Plan serves as the official policy statement of the City regarding both private and public development of the community, in a manner that will maximize social and economic benefits to all citizens. All other City codes and standards, including Specific Plans and the Zoning Code, must be consistent with the General Plan.

### PLANNING BOUNDARIES

General Plans are required to establish a planning horizon and planning area. The planning horizon, or the date through which this General Plan could reasonably guide Mendota, is approximately 20 years. It is anticipated that this Plan will periodically be reviewed and amended as needed during this timeframe.

The geographic area or "Planning Area" used for preparing this General Plan includes the incorporated City limits of Mendota and unincorporated land in the vicinity of the City, which falls under the jurisdiction of Fresno County. This area includes the City's existing Sphere of Influence (SOI), established by the Fresno County Local Agency Formation Commission (LAFCO), as well as areas beyond this boundary that are part of the proposed expansion of the City's SOI. Currently, the incorporated City limit of Mendota includes approximately 1,900 acres and the existing SOI encompasses an additional area of approximately 2,500 acres.

**Figure 1-2** illustrates the existing City limits, Future Growth Area and SOI as well as the proposed SOI. The "Future Growth Area" is an area beyond the Planning Area (City limits and SOI) that is of interest to the City in the long-term future, but is not proposed for urban development within the twenty-year planning horizon of the General Plan. The Future Growth area is intended to identify areas that the City has an interest in guiding land use decisions by the County of Fresno, as they are closely tied to the City's interest.

CHAPTER 1

# INTRODUCTION

## ORGANIZATION OF THE MENDOTA GENERAL PLAN

The Mendota General Plan is organized into several chapters as described below:

- **Introduction:** This chapter provides an overview of the purpose and requirements of a General Plan and an introduction to Mendota's General Plan;
- **Elements:** This General Plan provides an update of the Land Use, Circulation, Open Space, Conservation, Noise and Safety elements. The Housing Element, prepared in 2004, is available for review at the City of Mendota. Each element is organized as follows:
  - A brief Introduction that describes the element's purpose and relationship to other elements;
  - A Setting Section that provides background and setting information;
  - Goals and Policies. The goals are an overall statement of community desires consisting of broad statements of purpose or direction. The policies serve as guides to the decision makers in reviewing proposals and making other decisions that affect the future growth and development of the City. The goals and policies, together with the maps and diagrams provides the core of the General Plan; and
  - The Future of the element summarizing how the Element addresses the future needs of the community.
- **Implementation:** This chapter outlines the timeframe for the goals and policies outlined in this General Plan.
- **Glossary:** Provides definitions for planning and technical terms used in this Plan.

This General Plan is intended to be concise and easily understood. Technical reports on circulation, noise, air quality, biological resources and cultural resources have been prepared to support this General Plan but, for ease of use, are not reproduced herein. These reports are available through the City of Mendota for readers seeking more detailed information.

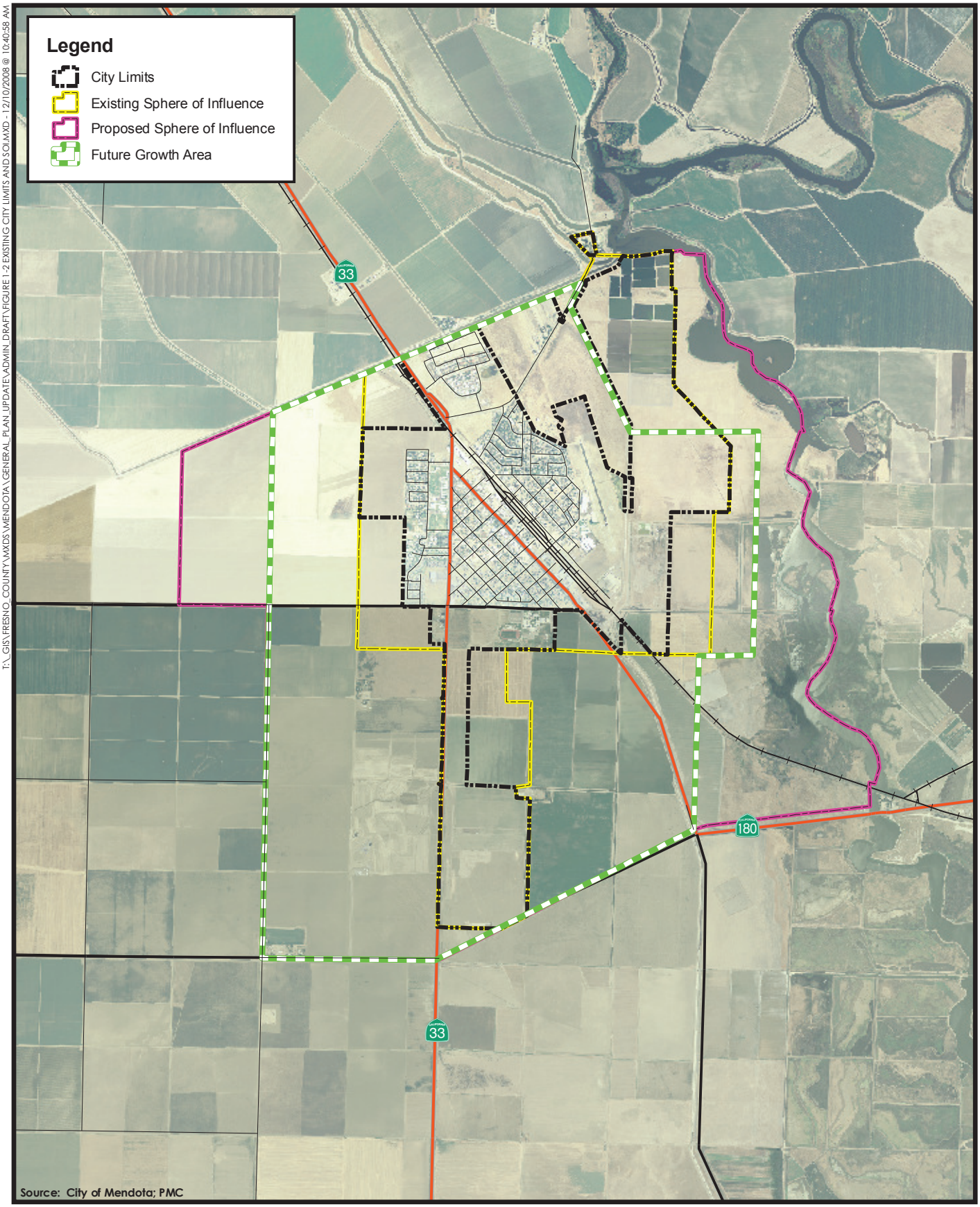


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**Figure 1-2**

City of Mendota - City Limits and Sphere of Influence

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# INTRODUCTION

## SUPPORTING DOCUMENTS

A number of documents support the General Plan, including the Background Report and Environmental Impact Report (EIR). The Background Report was prepared to establish the existing conditions of the City and its surroundings. It serves as a "snapshot" of the community at the time it was prepared in early 2006. The EIR analyzes the potential physical impacts of adoption of the General Plan and includes mitigation measures designed to reduce any significant impacts to less than significant levels.

### Background Report

The Background Report serves as a comprehensive inventory of natural and man-made resources affecting the City of Mendota and the Planning Area. Its purpose is to provide the public, the City's decision-makers and other agencies with a compendium of information about the Mendota area. The Background Report is not a policy document, but instead, provides foundational information on which the goals and policies of this General Plan are based.

This report includes a summary of the last update to the City's General Plan (adopted in 1991), descriptions of existing infrastructure systems and public services, population characteristics and descriptions of natural resources in the vicinity of Mendota.

### Environmental Review

Adoption of a General Plan is considered a "project" under the California Environmental Quality Act (CEQA). As such, the potential impacts of adoption of the General Plan must be identified and analyzed. For this General Plan, a Programmatic Environmental Impact Report (EIR) has been prepared. From the outset, it was the City's intention to create a self-mitigating plan, that is, the General Policies themselves would mitigate potential impacts associated with the implementation of the General Plan. This strategy required the City to consider potential impacts and incorporate policies and programs within the General Plan that would reduce potential impacts to less than significant levels.

## HOW THE MENDOTA GENERAL PLAN MEETS STATE REQUIREMENTS

This General Plan addresses the State-mandated requirements and local issues through inclusion of the following elements: Land Use, Circulation, Open Space, Conservation, Noise, Safety and Housing. As allowed by State Law, and for purposes of clarity and simplicity, two mandatory elements: Open Space and Conservation, are consolidated into a single element in this General Plan. The Housing Element of the

General Plan was adopted separately in 2004 and is available for review under separate cover at the City of Mendota Planning Department.

The specific state requirements of each element and how these requirements are met in the Mendota General Plan are outlined below in **Table 1-1**.

TABLE 1-1: GENERAL PLAN ELEMENT REQUIREMENTS AS ADDRESSED IN THE MENDOTA GENERAL PLAN

| Contents Required by State Law (Excerpted from the Government Code) | As Addressed in the Mendota General Plan |
|---|---|
| **Land Use Element Section 65302(a)**<br>A land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to those areas. | The Land Use Element describes the existing and future land uses in the City and has the broadest scope of all the General Plan elements. The Land Use Element is closely coordinated with the other elements to provide consistent policy guidance that will result in orderly and logical development. This element identifies the distribution, location and intensity of all land use types throughout the City and the Planning Area. Key issues addressed in the Land Use Element include the amount and rate of growth, distribution and location of future land uses and the extent of future boundaries. |
| **Circulation Element Section 65302(b)**<br>A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan. | The Circulation Element describes how the transportation needs of the City will be met during the time frame of the General Plan. The Element identifies where new roadways will be constructed to support the land uses contained in the Land Use Element and also contains provisions for the use of alternate modes of transportation, including bicycle and pedestrian circulation, and public transit. The Circulation Element also includes level of service (LOS) standards and a circulation diagram. |

| Contents Required by State Law (Excerpted from the Government Code) | As Addressed in the Mendota General Plan |
|---|---|
| **Open Space and Conservation Element Sections 65302(d) and 65560**<br>A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element shall consider the effect of development within the jurisdiction, as described in the land use element, on natural resources located on public lands, including military installations. That portion of the conservation element including waters shall be developed in coordination with any countywide water agency and with all district and city agencies that have developed, served, controlled or conserved water for any purpose for the county or city for which the plan is prepared. Coordination shall include the discussion and evaluation of any water supply and demand information described in Section 65352.5, if that information has been submitted by the water agency to the city or county.<br>"Open-space land" is any parcel or area of land or water that is essentially unimproved and devoted to an open-space use as defined in this section, and that is designated on a local, regional or state open-space plan as any of the following:<br>(1) Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.<br>(2) Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of | As allowed by state law, the Open Space and Conservation Elements are combined in the Mendota General Plan. The Open Space and Conservation Element focuses on the protection and enhancement of open space and natural resources, including agricultural resources, cultural resources, biological resources and scenic resources. Air and water quality are also discussed in this section. |

| Contents Required by State Law (Excerpted from the Government Code) | As Addressed in the Mendota General Plan |
|---|---|
| groundwater basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.<br>(3) Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.<br>(4) Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality. | |
| **Noise Element Section 65302(f)**<br>A noise element which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:<br>(1) Highways and freeways. (2) Primary arterials and major local streets. (3) Passenger and freight on-line railroad operations and ground rapid transit systems. (4) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine | The Noise Element describes the existing and projected noise environment of the City and establishes land use compatibility guidelines for various noise levels. This element defines acceptable noise levels for the various land uses within the Planning Area and how those levels will be achieved. Noise from transportation and non-transportation sources is identified in the Noise Element. |

| Contents Required by State Law (Excerpted from the Government Code) | As Addressed in the Mendota General Plan |
|---|---|
| test stands, and all other ground facilities and maintenance functions related to airport operation. (5) Local industrial plants, including, but not limited to, railroad classification yards. (6) Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.<br><br>Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive. The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise. The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards. | |
| **Safety Element Section 65302(g)**<br><br>A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction and other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wild land and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, military installations, | The Safety Element discusses the human and natural safety concerns in the Planning Area. Potential public safety issues include flooding, geologic and seismic hazards, fire and hazardous materials. |

| Contents Required by State Law (Excerpted from the Government Code) | As Addressed in the Mendota General Plan |
|---|---|
| peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards. Prior to the periodic review of its general plan and prior to preparing or revising its safety element, each city and county shall consult the Division of Mines and Geology of the Department of Conservation and the Office of Emergency Services for the purpose of including information known by and available to the department and the office required by this subdivision. | |
| **Housing Element Government Code Section 65583**<br>The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, and mobile homes, and shall make adequate provision for the existing and projected needs of all economic segments of the community." [excerpt] | The Housing Element (Adopted in 2004 and available under Separate Cover) provides the City's policies related to providing safe and affordable housing for all of the City's current and future residents |

## AMENDMENT OF THE GENERAL PLAN

State law provides for periodic review of the General Plan to ensure that it is consistent with the conditions, values, expectation and needs of the community. The General Plan may be amended from time to time as City objectives become more defined or shift, or as required by State-mandated amendments. In addition, periodic revision of the Housing Element to reflect housing need numbers for Mendota is required. Local governments may not amend any of the mandatory elements of the General Plan more than four times per calendar year. Each amendment may include more than one change to the General Plan.

# RELATED PLANNING ACTIVITIES

## ANNEXATIONS

This General Plan addresses all land both within the City limits and areas beyond the City that bears relationship to the City's planning efforts including the SOI and the Future Growth Area. The SOI represents the probable physical boundaries and service area for the City, as ultimately determined by the LAFCO. The SOI boundary includes all City land and unincorporated lands that may be annexed as part of the 2025 development of the policies of this General Plan and approved by LAFCO. As part of the process of annexation the land in question will be prezoned. Any prezoning applied to an annexation area needs to be consistent with this General Plan. The City does not have any land use authority beyond its City Limits.

## WASTEWATER "ZONE OF BENEFIT" STUDIES

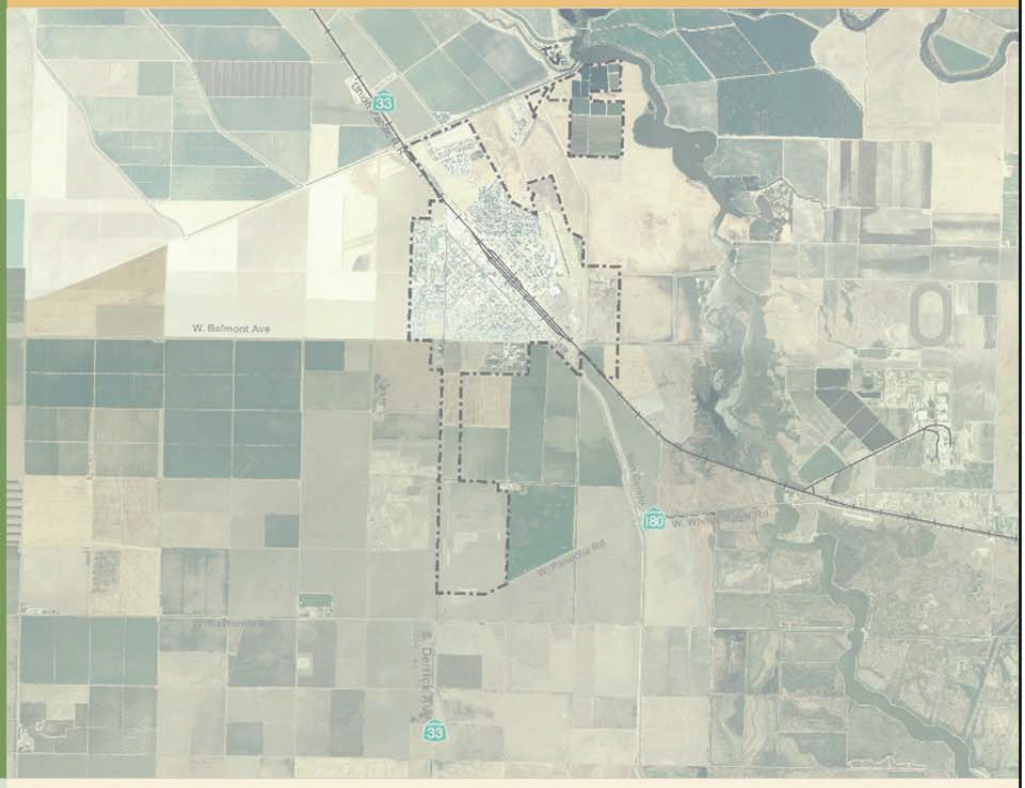
The City of Mendota commissioned two studies in 2006, the *West Side Interceptor Zone of Benefit Analyses* and the *South Side Sewer Interceptor Zone of Benefit Analyses*, in order to calculate the costs of providing wastewater services to future development areas of the City (as well as the Federal prison currently under construction). These studies determined the Zone of Benefit for areas that can be serviced by proposed sewer improvements. The purpose of the Zone of Benefit is to allow the City to maintain a consistent level of service as growth occurs in these development areas. The fees will be used to reimburse the City for project costs based on the pro-rata share for new development.

## COMMUNITY FACILITIES DISTRICT

The City of Mendota adopted a resolution on October 24, 2006 to initiate the formation proceedings for a proposed Community Facilities District (CFD) for police and fire services. The resolution ordered the preparation of a report that contained the following: a description of the services needed to meet the needs of the CFD; an estimate of the cost of providing such services; and information regarding the implementation of the rate and method of apportionment of the special fee. It is the City's intent to annex new residential development into the CFD as they are approved to provide for police and fire services in new growth areas of the City. Future annexation areas are to be comprised of undeveloped parcels within the City limits, areas annexed into the City and parcels located within the City's SOI, which are planned to be developed for private residential purposes of four or more units, and other parcels as may be added upon the petition of property owners.

## RELATIONSHIP TO THE MENDOTA ZONING CODE

The Mendota Zoning Code is the primary implementation tool for the General Plan. Many of the goals and policies in this General Plan will be achieved through the use of the Zoning Code to direct and regulate public and private development. All of the standards in the Zoning Code (including the Zoning Map) are required by State law to be consistent with the General Plan. The adoption of this General Plan is intended to be followed by the rezoning of properties to be consistent with the General Plan Land Use Diagram.




# CHAPTER 2:
# LAND USE ELEMENT

# LAND USE ELEMENT

*The City of Mendota emerged around the site of a storage and switching facility established by the Southern Pacific Railroad in 1891. The site, located in the heart of the California's Central Valley, was surrounded by thousands of acres of fertile land. Because of the railroad and the abundance of productive lands, Mendota became, and continues to be, a city whose economy, identity and land use pattern is tied to agriculture.*

*The City looks to the future with an eye on becoming a vibrant community with a strong, diversified economy; a city that celebrates its agricultural foundation while offering its citizens variety of economic, educational, recreational and social opportunities. In order to achieve this vision, this General Plan establishes land use patterns that create a balanced mix and a desirable place to live, work and play.*

**Once a sleepy agricultural town, Mendota today is a growing city in the heart of California's Central Valley, one of the most productive agricultural areas in the world. Since its incorporation in 1942, the City of Mendota has evolved from a small agricultural community to a growing city of nearly 9,000 persons.**

**The challenge facing Mendota today, as well as many other Central Valley communities, is how to grow and change over the coming 20 to 30 years as population pressures increase and challenges to community character, open space and city livability mount.**

## HOW THE LAND USE ELEMENT IS ORGANIZED

The Land Use Element is organized into four main sections as follows:

- **Introduction:** This section provides an overview of the purpose of the element, it's relationship to other elements in the General Plan and to zoning;
- **Land Use Setting:** Provides background information and a description of the current land use setting, including community characteristics, existing land use and designations, recent and proposed development and an overview of major land use issues base on community participation;
- **The Future of Land Use:** Presents the future plan for the City including the Planning Boundaries, description of land uses and buildout projections; and
- **Goals and Policies:** Outlines Mendota's land use goals and the policies including the Land Use Diagram which will guide decision-making to achieve those goals.

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# LAND USE ELEMENT

## INTRODUCTION

### PURPOSE OF THE LAND USE ELEMENT

Since the last update of the City's General Plan (1991), the Mendota region has experienced significant growth pressure. This growth has caused the City to reexamine the land use patterns and assumptions put forward it's previously adopted General Plan. The Land Use Element was last updated in 1991, and the 2005 - 2025 update is necessary to ensure that the General Plan accurately portrays preferred growth patterns and plans for future land uses in the City.

This Land Use Element provides the central framework of the General Plan by designating the pattern and type of land use in the City of Mendota, based on historic development and the community's vision for the future. This Element identifies the distribution, location and intensity of all land use types throughout the City. Text, maps and diagrams establish the blueprint for future land uses within the City and describe how these uses are integrated with the other General Plan elements and policies.

The Land Use Element includes a Land Use Diagram that designates land uses within the City and the surrounding area and visually depicts the community's intended physical form and areas for growth. The Land Use Diagram is supported by text that describes building intensity, population density and development expectations for the City of Mendota. The framework of goals and policies will guide the community's decision-making throughout the term of the General Plan.

This Element has been prepared in conformance with all mandatory requirements of State law as outlined in the introduction of this General Plan.

### RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

Due to the nature of topics addressed in the Land Use Element, all other elements of the General Plan overlap land use issues and topics to varying degrees. The circulation plan described in the Circulation Element is designed to accommodate increased traffic from the planned development outlined in the Land Use Element.

Land use planning also takes into consideration housing needs previously identified in the Housing Element; natural and man-made hazards identified in the Safety Element; the open space needs, agricultural resources and biological resources outlined in the Open Space and Conservation Element; and conflicts related to noise sensitive land uses identified in the Noise Element. Finally, the other General Plan elements ensure

that the infrastructure and environmental quality standards necessary for development within the Planning Area are available to accommodate planned land uses.

### General Plan and Zoning Consistency

The Zoning Code serves as the primary tool for implementing the City's General Plan land use policy. State planning law requires the Zoning Code to be consistent with the General Plan. Each General Plan land use category must have one or more corresponding zoning districts, and the development standards and land use regulations contained in the Zoning Code must reflect the policy statements in the Land Use Element.

While the General Plan may be somewhat broad in its discussion of permitted land uses and development intensities, zoning provisions must identify specific regulations so that property owners and developers can determine how particular properties can be used and developed. One of the most familiar methods of implementing General Plan land use policy and designations is through the Zoning Ordinance. Although separate from the General Plan, it is essential that zoning districts be utilized to implement General Plan land use designations that are consistent with the intent of each General Plan designation.

As outlined in the goals and policies of this element, the City's Zoning Code must be updated to be consistent with the Land Use Diagram and with the land use characteristics described.

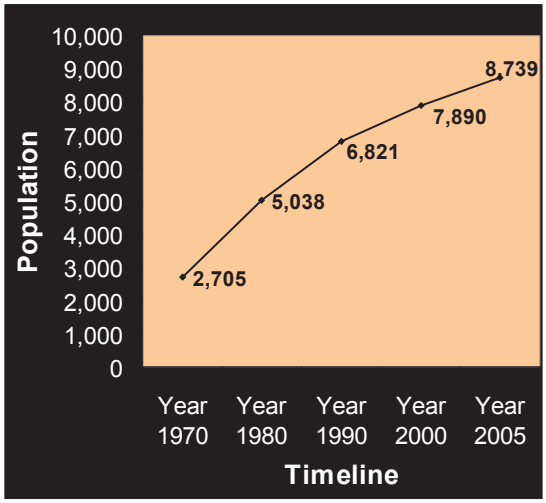
## LAND USE SETTING

The City of Mendota is located in the northwestern portion of Fresno County, within the central portion of the San Joaquin Valley. Mendota's current Planning Area includes the incorporated City limits and land within the City's existing Sphere of Influence (SOI) as established by the Fresno County Local Agency Formation Commission (LAFCO). The SOI consists of unincorporated land in the vicinity of the City, under the jurisdiction of Fresno County, which is believed to be the probable physical boundaries and service areas of the City. The incorporated City limit of Mendota includes approximately 2,100 acres, and the adopted SOI encompasses more than 800 additional acres.

This section provides background information and a description of the current land use setting, including the community profile, existing land uses and designations, recent and proposed development, major land use issues and Mendota's vision for the future.

## COMMUNITY PROFILE - POPULATION AND COMMUNITY CHARACTERISTICS

### Population



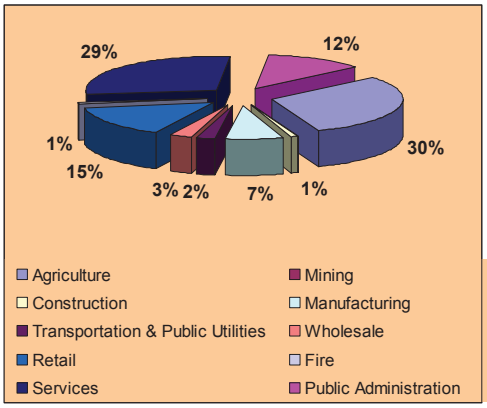

According to the U.S. 2000 Census, Mendota's population grew from 6,821 to 7,890 (16%) during the 1990's. This reflects an annual growth rate of approximately 1.5%. This growth was consistent with the rate for Fresno County as a whole (20% or 1.8% annually). According to the Department of Finance (DOF) the population of the City expanded to 8,739 by 2005 and continues to grow. Current 2008 estimates place Mendota's population at 9,788 with an annual rate of growth of between 3 and 5%. The DOF also ranked Mendota as 28th out of 478 California cities in 2007 – 2008 population change by percent (4.3%).

As determined by the Census, in 2000 there were 1,825 households, and 1,545 families residing in the City. The City's population was predominately Hispanic or Latino (95%). This percentage was nearly double the rate in Fresno County as a whole (44%). Non-Hispanic or Latino whites comprise the next largest group (5%). Thirty-four percent of the Mendota's residents were under the age of 18 and only 8% were over the age of 55. Males made up the majority of the population (57%). These percentages are consistent with current demographics (DOF 2008).

### Housing

Mendota's housing stock approximately 9% during the 1990's, increasing from 1,758 housing units in 1990 to 1,878 units in 2000. This rate is lower than the household and population growth because the average household size increased from an average of 4.2 persons per household in 1990 to 4.3 persons in 2000. The DOF currently estimates the average persons per household to be 4.4 (DOF 2008). An evaluation of the existing and future housing needs of Mendota can be found in the Housing Element of the General Plan.

## Economic and Employment Base




Historically Mendota has been almost entirely dependent on agriculture for its economic well-being. An expressed goal of the City has been to move from dependence on seasonal crops such as cantaloupe, broccoli, tomatoes, corn, onions and lettuce to more year round operations such as agricultural processing facilities. In 1989 the new Mendota Biomass Power plant was built. The plant produces electricity by burning agricultural waste products, and then sells the energy to Pacific Gas and Electric. The plant also produces low-grade steam capable of efficiently running hothouse operations.

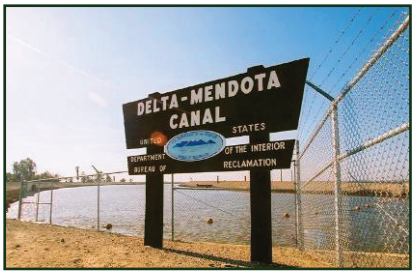
In 2002 there were an estimated 1,767 jobs in Mendota, slightly less than one job per household. The majority of jobs were in agriculture (30%) and services (29%). The percentage of retail jobs and (15%) and public administration (12%) were slightly higher than the nearby cities of Firebaugh and Kerman. Manufacturing jobs (7%) were comparable to neighboring communities.

In November 2007 the City announced the partnership with Cleantech America, Inc. for development of a new solar power generation facility in the City of Mendota. The facility will sell power that it generates to Pacific Gas and Electric. The development of this new solar farm will mean potential jobs during the construction of the solar plant.

## Mendota Municipal Airport

The Mendota Municipal Airport is classified as a basic utility airport. It encompasses 130 acres and has one runway that is 3,499 feet long. A 2006 improvement project widened 2,722 feet of the 50 - foot wide runway to 60 feet. The airport and surrounding area is governed by the Fresno County Airport Land Use Policy Plan (1983), which the City has adopted as its own. The plan lists land use compatibility policies and addresses safety and noise issues. The City Manager of Mendota also serves as the Airport Manager. Upcoming airport improvement projects set for 2009, include capping and sealing the parking ramp and existing runway, completion of the runway widening to 60 feet and extending the runway (including taxiway) an additional 1,400 feet. As of 2008, the City does not have an Airport Master Plan.

## Water and Wastewater




The City of Mendota's water supply system is currently comprised of three primary production wells (Nos. 7, 8 and 9), two emergency backup wells (Nos. 3 and 5), transmission mains and a water treatment plant. The primary wells were drilled in 2001 but not placed into service until 2003. The well field is located on private property located approximately 3.5 miles northeast of Mendota, near the San Joaquin River. The lease agreement began in 1999 and runs for 25 years with 5-year renewals upon the end of the agreement, for a period of up to 40 years. The pipeline from the well field is designed to accommodate two additional wells at 1,400 GPM each for future expansion. Two well sites have been identified in the area and have been determined to be adequate for future development (Schmidt and Associates, *Groundwater Conditions in the Vicinity of B & B Ranch, Northeast of Mendota,* June 2008).

The City of Mendota's wastewater system is comprised of two basic components: the collection and conveyance of wastewater to the wastewater treatment plan (WWTP) and the treatment and disposal of that wastewater. The WWTP, located northeast of the Mendota Municipal Airport, was constructed in 1975 and originally designed to treat 0.57 MGD of domestic waste generated by the City of Mendota.

Permitted capacity of the WWTP in 2008 is 1.24 MGD with average daily flows around 0.8 MGD. Secondary treatment is provided via two aerated lagoons followed by four facultative lagoons. Existing disposal consists of five percolation ponds and 57 acres of shallow spreading basins for evaporation. The WWTP was modified in 2002 with three new disposal ponds and the addition of new aerators in the primary aeration ponds. The total plant area is approximately 120 acres.

In 2008 the City is securing funding to expand the WWTP to 2.5 MGD and is in the process of purchasing 295 acres for additional disposal ponds. This will involve new aerated treatment ponds that provide biological oxygen demand (BOD) removal and benthal stabilization of sludge with lagoon storage for ten years before removal. The expansion will also increase disposal capacity through percolation ponds. The WWTP is expandable to at least 4.56 MGD in the future and an additional 4.4 MGD in the long-term with the addition of increased aeration and more disposal ponds.

## Schools

The community of Mendota has placed a great value on school retention and employment of area youth. In the early 1990's there was a widely supported campaign to develop the Mendota Unified School District and build a new $8 million high school. The High School opened in 1993 with the goal of keeping young people in their hometown for the complete educational cycle. The school has provided Mendota with community identity, an increased opportunity for after-school activities, sports and work experience for its young people.

As of 2008, the Mendota Unified School District (MUSD) includes two elementary schools, one junior high school, one high school and one continuation high school. The MUSD has recently been experiencing overcrowded conditions. Enrollment in the 2004-2005 school year was 2,383. The available capacity, as determined by the MUSD in accordance with Education Code Section 17071, is 2,071; therefore, the school district, as of 2006, is in excess of 300 students over capacity. With growth in the school population after many years of decline, school officials are considering expansion to the existing junior high or construction of a new junior high school.



## Recreation Opportunities

Recreational opportunities are abundant in and around Mendota. The City has three public parks as well as state administered parklands and an active sports and activity program. There are world-class hunting and fishing opportunities in the area. Nearby Fresno County recreation areas include the Mendota Pool Launch Ramp, Delta-Mendota Canal Fishing Access, the Mendota Wildlife Area and the Alkali Sink Ecological Reserve.

## EXISTING LAND USES (1991 GENERAL PLAN)

The City of Mendota is characterized by a range of land uses, including nearly 400 acres designated for residential development, 87 acres of commercial uses and 470 acres designated for industrial uses. Other land uses in the City include public facilities, recreational and agricultural uses. Designated land use within the City's SOI includes 240 acres for residential development, 133 acres for industrial use and 400 acres for agricultural use.

Existing land use is illustrated in **Figure 2-1. Figure 2-2** shows the location of recent and proposed development areas discussed in the following section. **Table 2-1,** below, summarizes the extent of each land use within the City of Mendota and the adopted SOI.

TABLE 2-1: EXISTING LAND USE – 1991 GENERAL PLAN (WITH AMENDMENTS)

| Land Use | Acreage | | | Percentage of Total Area |
|---|---|---|---|---|
| | City Limits | SOI | Total | |
| Low Density Residential | 0.00 | 69.35 | 69.35 | 2.36% |
| Medium Density Residential | 300.28 | 157.86 | 458.14 | 15.61% |
| Medium-High Density Residential | 53.02 | 0.00 | 53.02 | 1.81% |
| High Density Residential | 33.62 | 12.80 | 46.42 | 1.58% |
| Planned Development | 100.32 | 0.00 | 100.32 | 3.42% |
| General Commercial | 48.73 | 0 | 48.73 | 1.66% |
| Community Commercial | 37.13 | 0.11 | 37.24 | 1.27% |
| Neighborhood Commercial | 0.89 | 0.00 | 0.89 | 0.03% |
| Light Industrial | 376.72 | 46.33 | 423.05 | 14.41% |
| Heavy Industrial | 87.02 | 87.08 | 174.10 | 5.93% |
| Public Facility | 708.37 | 3.93 | 712.30 | 24.27% |
| Agriculture | 67.34 | 401.97 | 469.31 | 15.99% |
| Recreational | 16.36 | 0.00 | 16.36 | 0.56% |
| Multi-Use Open Space | 0.35 | 0.00 | 0.35 | 0.01% |
| Buffer | 5.25 | 14.67 | 19.92 | 0.68% |
| **Subtotal** | **1,835.4** | **794.10** | **2,629.50** | **89.59%** |
| Roads/Right of Way etc. | 236.11 | 42.50 | 305.61 | 10.41% |
| **Total** | **2,098.50** | **836.6** | **2,935.10** | **100.0%** |

City of Mendota Existing Land Use (In Acres) and PMC GIS Maps 12/05/08

## RECENT AND PROPOSED DEVELOPMENT

As of 2008, there are a number of development projects that have either recently been completed, are under construction or are being proposed within and around the City of Mendota. Development in the area includes several residential projects, a new Federal Correctional Institution and infrastructure improvements.

### Residential Development

As noted in the 2004 Housing Element, approximately 208 housing units were constructed in the City of Mendota between 1991 and 2003. Of these new units, 31.3 percent were conventional single-family units and nearly 69 percent were duplexes or multi-family units.

All of the multi-family units have targeted very low and low-income households. An average of fifteen new housing units were constructed each year in Mendota between 1991 and 2004. However, the scale of development between 1990 and 2000 was much smaller in comparison to the last four years. Between 2000 and 2004, the City developed significantly more housing units, averaging nearly 60 units per year.

In 2008, current and anticipated development may result in the development of an additional 3,300 dwelling units on approximately 1,000 acres of land.

### Public Facilities

In 2007 the City announced its partnership with Cleantech America, Inc. to develop a new solar power generation facility in the City. The facility will sell power that it generates to Pacific Gas and Electric. A 40-50 acre site east of the airport is being considered although a larger site may be needed based on the availability of technology.

A Federal Correctional Institution is currently (2008) under construction just southwest of the Mendota City limits. The schedule for development and operation of the new prison anticipates completion of construction in late 2009 and full facility operation by mid-2010. This prison will be a medium security facility with an inmate population of approximately 1,152 and also includes a minimum-security satellite camp of about 128 inmates. An estimated 300 to 350 full-time workers will be employed by the facility.

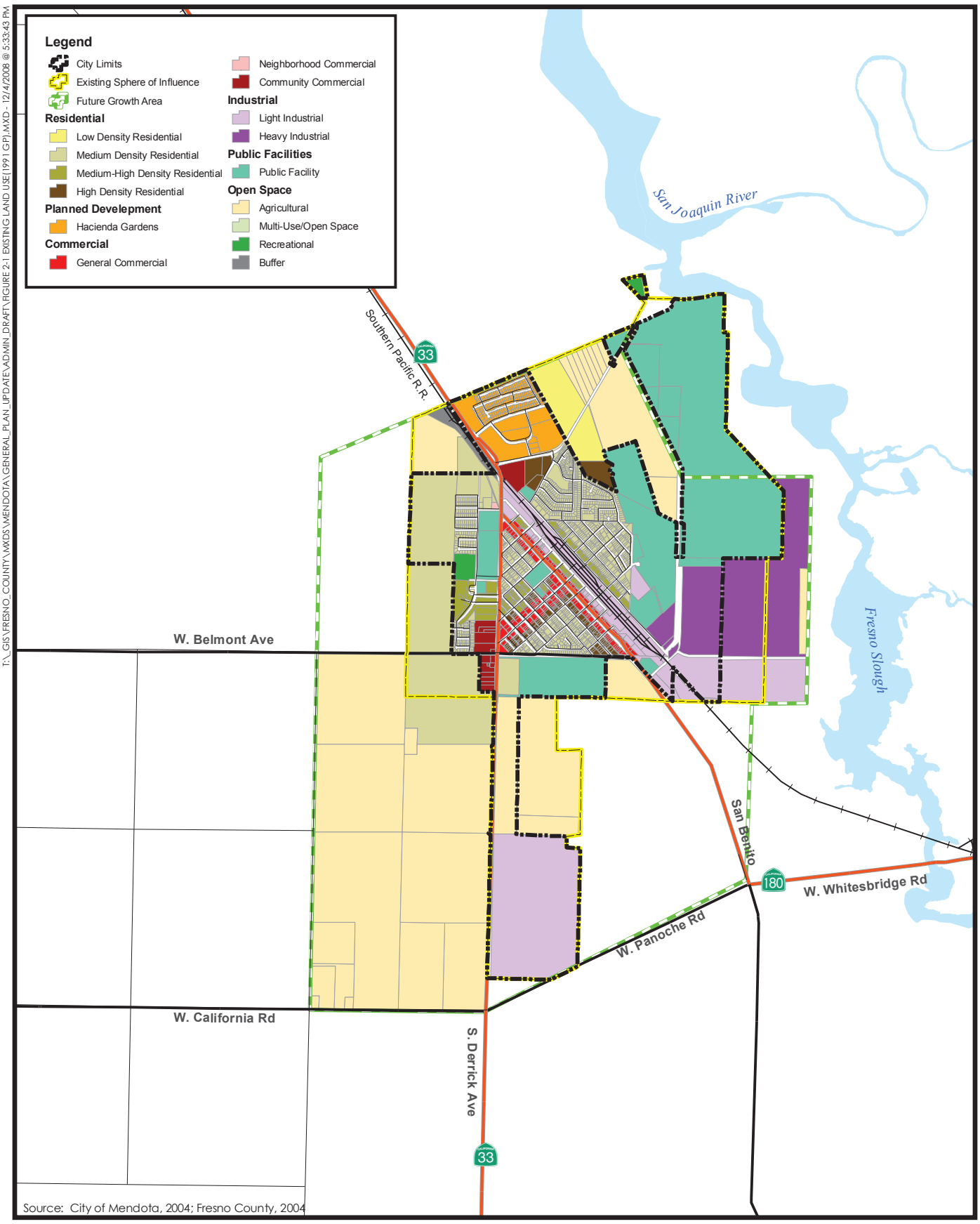



**Figure 2-1**
Existing Land Use (1991 General Plan)

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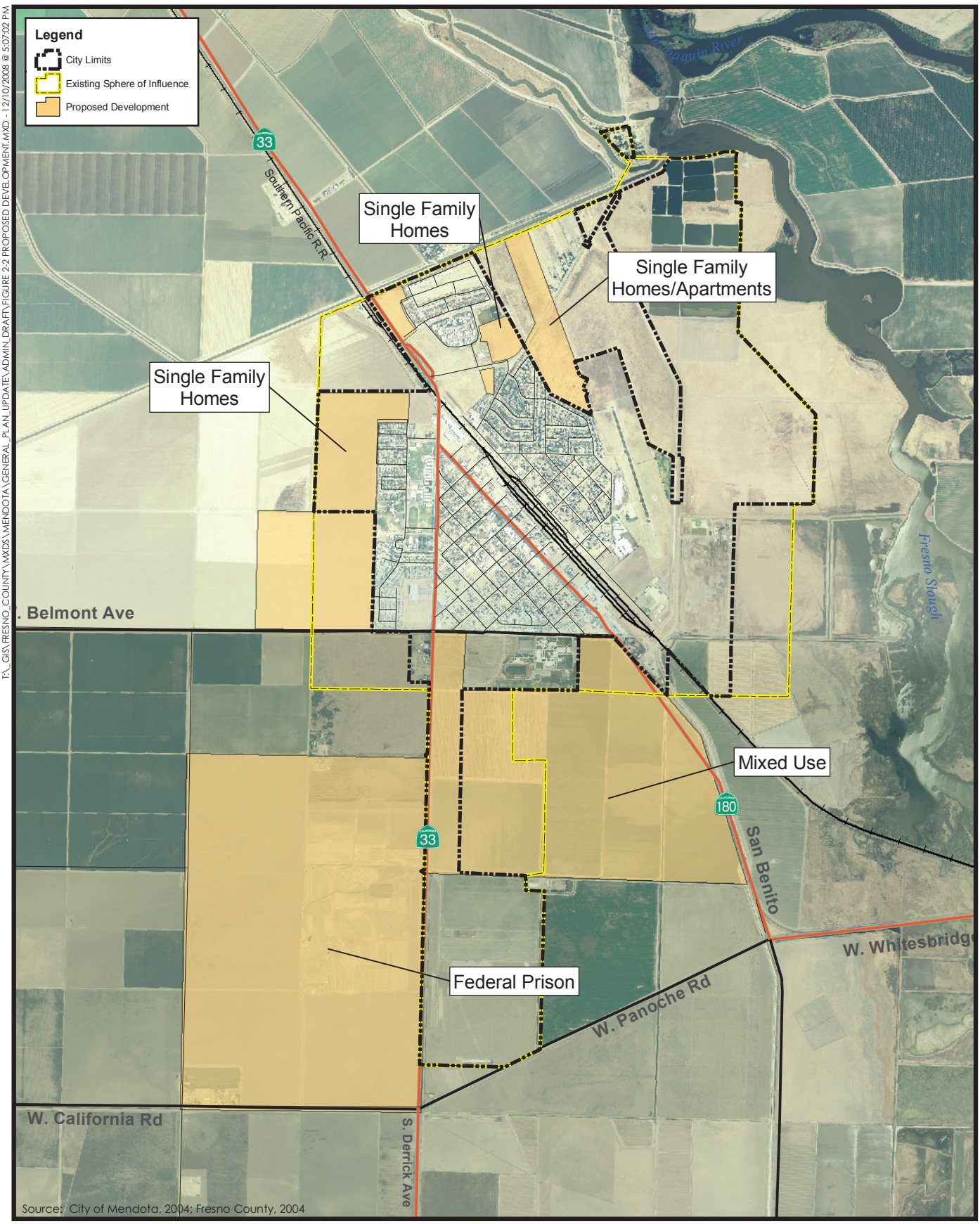


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**Figure 2-2**
Proposed Development

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## CITIZEN PARTICIPATION AND OVERVIEW OF MAJOR LAND USE ISSUES

The City has encouraged public participation and held community workshops to guide the visioning process for the community and development of the Land Use Element. Among the issues discussed at Community workshops held in 2006 and 2007 were the type and location of new development, infrastructure needs, enhancement of community character, business and job development, impacts on the downtown by future commercial development, circulation and connectivity and expectations of the City.

The workshop comments that pertain most directly to the Land Use Element are summarized below:

- The General Plan must evaluate land use locations and relationships. The land use map should seek to change land uses to enhance functionality and compatibility in the new plan.
- Areas where land use is inconsistent with zoning must be addressed.
- The City should be looked at in terms of "districts" or "neighborhood plans" to plan at a more local level.
- The City should develop strategies to provide incentives (policies and program) for infill projects to fill gaps in the urban landscape.
- The City should develop strategies such as economic incentives, to encourage the development of mixed-use projects that will help with infill and provide development/investment opportunities downtown.
- Processes should be developed to ensure that the General Plan is reviewed periodically and updated as needed.
- The City should complete improvements to existing infrastructure, particularly sewer and water before expanding services to new development. Issues of concern include sewer capacity, water supply and water quality.
- The City should develop infrastructure as needed for agricultural related industries.

- Better flood control flood protection/storm drain facilities must be developed.
- The character of the community should be enhanced through City beautification programs and the elimination of blight.
- The development of safe, walkable communities should be encouraged. Seventh Street is main target for this.
- The Police Department should be reinstated.
- The City should pursue the development of agricultural related industry (e.g. agricultural processing facilities). Having agricultural industry (rather than just fields and crops) saves on transport and induces the labor force.
- The City should continue efforts to encourage the diversification of businesses and development of additional year-round employment to create more jobs in a greater variety of employment opportunities.
- Additional commercial areas in addition to the historic "T" shape area along SR 180-Oller Street and 7th Street should be created.
- Residents of Mendota desire additional goods and services, including more convenience shopping. When residents travel to other towns to shop, not only is it inconvenient, but the sales taxes and other revenues generated by these expenditures are lost to the City and are said to "leak" to surrounding communities. Encourage some regional-serving "big box" commercial development such as Wal-Mart that will fulfill the needs of the City's residents while also creating a regional shopping opportunity to draw visitors from neighboring communities.
- The City must ensure that new development contributes to police services. "Roof tops don't buy cops."
- Develop strategies for creating additional sources of sales tax revenue for the City. Examples may include Automall, tractor and RV sales.
- The Airport should be recognized as an asset to the city and the City should encourage strategies that expand its uses and opportunities.
- Develop a strategy for marketing Mendota to attract people and businesses to locate here. Many positive aspects of the City should be emphasized including lower employee wages (for business owners), airport, lack of problems in other communities, e.g., traffic congestion.

- Develop strategies for enhancing and attracting additional visitor-serving uses particularly recreational opportunities including the hunting, fishing, etc. in the Wildlife Reserve and boating opportunities along the San Joaquin River. Should consider encouraging barges and riverboats used to dock nearby our city limits.
- Transportation
  - SR 180 alignment needs to be determined.
  - SR 180 alignment: Need to maximize City's economic benefits/ connection to I-5.
  - The City should coordinate the alignment of SR 180 with and Caltrans.

The issues raised above have been incorporated into the Land Use Plan and the Goals and Policies presented in this Element. For example, policies have been developed to further define districts and neighborhoods through the implementation of Specific Plans as required under the Future Development Overlay designation; policies have been addressed to encourage infill development and policies regarding pedestrian circulation have been crafted. Additional Commercial areas have been added to the Land Use Map along SR 33, south of Belmont Avenue, and along SR 33, west of Belmont. The Land Use Map was also updated with Commercial area added within and adjacent to the Hacienda Gardens area.

# THE FUTURE OF LAND USE

The future land use plan for the City of Mendota consists of both the text in this Element and the accompanying Land Use Diagram or Land Use Map, presented in the Goals and Policies section. The Land Use Diagram illustrates the desired planning boundaries, and land uses for land within the General Plan planning area. Although uses are mapped for all property within the Planning Area, only land within the jurisdiction of the City is regulated by these land uses.

## PLANNING BOUNDARIES

Land use boundaries have been established with regard to both physical/environmental constraints and growth projections for the community. These growth projections were based on 2000 Census data, DOF data including historical growth rates and proposed development projects as outlined earlier in this element. As described earlier, Mendota's population is currently (2008) estimated to be 9,788 with an annual rate of growth of between 3 and 5% (DOF 2008). At this historic growth rate, Mendota's population could reach as many as 22,434 persons by the year

2025; an additional 12,646 persons (http://www.metamorphosisalpha.com). This growth would require an estimated 2,874 additional dwelling units (based on 4.4 persons per household estimated by the Department of Finance 2006 and 2008) and 800 acres of residential land.

As discussed earlier, there are several current development proposals that have either recently been completed, are under construction or are being proposed within and around the City of Mendota. This current and anticipated development (totaling more than 1,000 acres 3,300 dwelling units and approximately 14,000 additional persons) already exceeds the historic growth rate for the City. For the purposes of this General Plan, it is anticipated that the proposed development will occur during the 2025 time frame of the Plan. In addition, it is assumed that some portion of the historic growth will accompany the already anticipated development.

It is anticipated that certain agricultural areas will be "retired" from production in the next 20 years, and as such, some areas identified as "agricultural" on the 1991 General Plan are designated for urban uses on the Land Use Diagram. This is due to issues surrounding inadequate drainage and resulting salinity problems that may make some of these lands unusable for agricultural production. The retirement of agricultural lands is discussed in greater detail in the Open Space and Conservation Element.

The boundaries reflect the City's calculation of the amount of land needed for development during the General Plan's 20-year time frame, consistent with the goals, policies and implementation programs included in this Element. Anticipated growth areas are located primarily to the south and west of the existing community. Areas to the north and east are generally not proposed for future development due to physical/environmental constraints, including: irrigation canals, wastewater treatment plant, railroad tracks, the Mendota Municipal Airport and the Fresno Slough.

Boundaries considered in this General Plan include: 1) City limits; 2) Proposed Sphere of Influence (SOI); and 3) "Urban Fringe Area." Land use planning boundaries are shown in **Figure 2-3.** The Proposed SOI is the area surrounding the City that can be expected to accommodate the City's growth over a 20-year time period, to the year 2025. LAFCO must approve the proposed SOI after adoption of the General Plan. Once the SOI is approved, if Mendota wishes to expand the City limits in the future, it must submit a request to LAFCO to annex additional land.

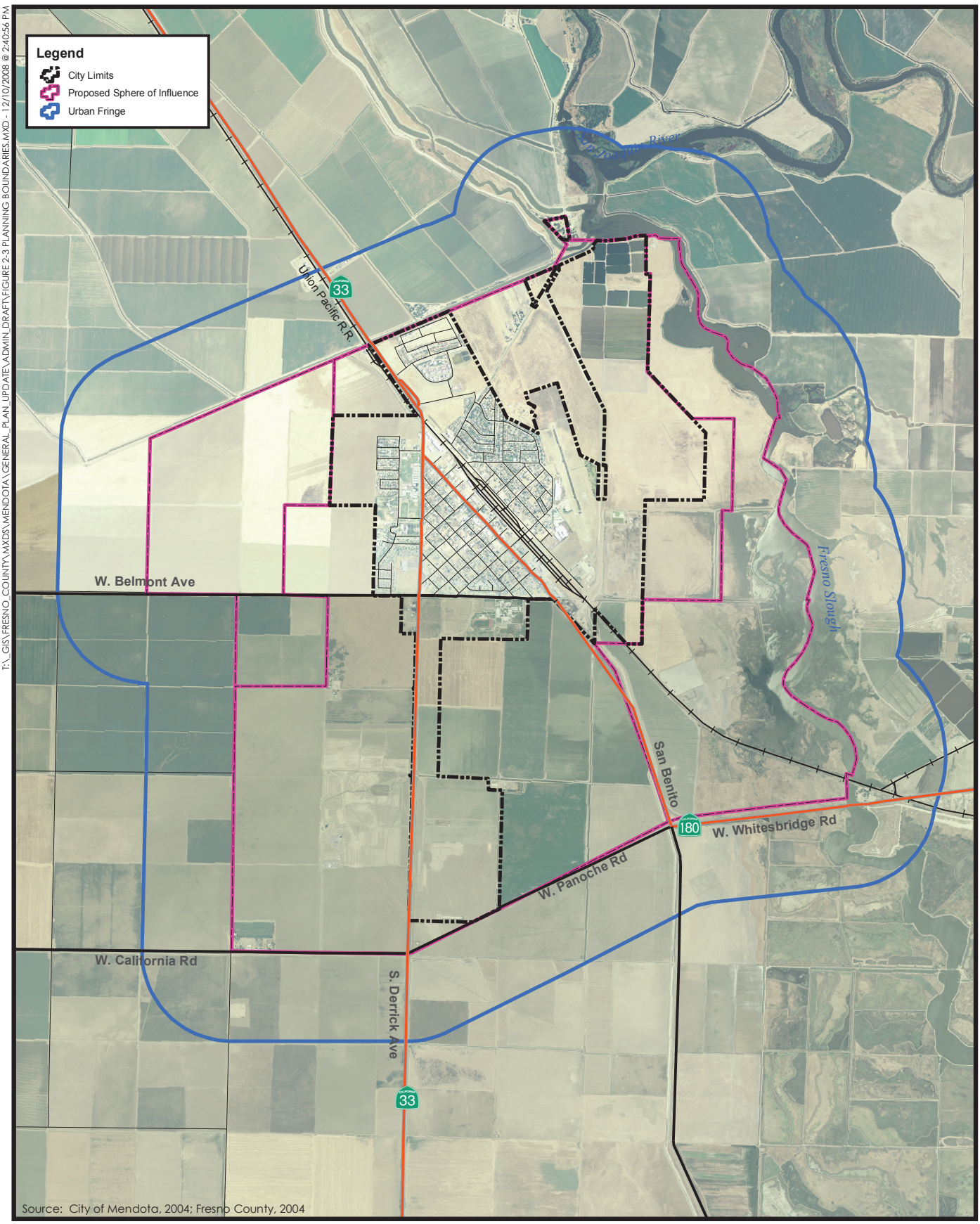


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**Figure 2-3**
Plannning Boundaries

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The land within the existing City limits in combination with the Proposed SOI boundary constitutes the Planning Area for this General Plan and also serves as the area analyzed for potential environmental impacts by the General Plan's Environmental Impact Report. Boundaries of the Planning Area include the Main Intake Canal on the north and the Fresno Slough on the east. The southern boundary extends westward from the Fresno Slough along Highway 180 and Panoche Road. The southwestern boundary runs along the eastern extent of the prison site, currently under construction. City of Mendota Planning Boundaries and area acreages are summarized below in **Table 2-2**.

TABLE 2-2: ACREAGE OF PLANNING BOUNDARIES[1]

| Boundary | Existing | Proposed | Percentage Increase |
|---|---|---|---|
| City Limits | 2,098.50 | 2,098.52 | -- |
| Sphere of Influence | 836.60 | 4,779.57 | 471% |
| **Subtotal (Planning Area Total)** | **2,935.10** | **6,878.09** | **134%** |
| Future Growth/Urban Fringe Area | 2,262.90[2] | 5,000.85 | 121% |
| **Total** | 5,189.30 | **11,878.94** | **129%** |

Source: City of Mendota Existing Land Use (In Acres) and PMC GIS Maps 12/05/08

Notes: [1]Includes estimated streets and ROW [2] Does not include approximately 295 acres that are within the City and Existing SOI - please refer to **Figure 2-1** presented earlier

The "Urban Fringe Area" is an informal designation established by the City and lies beyond the proposed SOI boundary and Planning Area evaluated under this General Plan. It consists of all lands within two miles of the proposed SOI. Land use in these areas is currently primarily devoted to agricultural uses and includes some areas under Williamson Act contracts.

The Urban Fringe Area is currently in Fresno County's land use and zoning jurisdiction and not anticipated for development prior to 2025. However, it is depicted on the land use maps as a general area of concern within which planning decisions and other governmental actions of Fresno County may have an impact on the City of Mendota during the 20-year timeframe of the General Plan. Consistent with Fresno County General Plan policy LU-G.7, the County and the City shall work cooperatively on policy changes within this area that may impact growth or the provision of urban services.

As previously described in **Table 2-2**, the Planning Area of this General Plan is more than 134% larger than the City's 1991 General Plan Planning Area.

## Description of Land Use Designations

The Land Use Diagram or Land Use Map, presented in the Goals and Policies section of this Element illustrates the desired land use designations for land within the General Plan planning area based on the City's anticipated growth. Land within the City boundaries is regulated by these land uses; land use outside the City's jurisdiction is designated as a matter of preference for planning purposes.

The land use designations, as described in the Goals and Policies section, have been crafted with the intention of maintaining Mendota's rural, low-density community character. By defining the various land uses, the Policies provide clear direction for the various types of potential development that will fulfill Mendota's vision for community growth over the next twenty years.

Each land use designation indicated on the Land Use Diagram is summarized briefly below. Please refer to the Goals and Policies Section of this Element for a definition of each designation including allowable uses and standards of building intensity.

### Residential Land Use Designations

The land use designations that provide for residential uses include Low Density, Medium Density, Medium-High Density and High Density designations. These designations provide for a healthy mix of various residential uses within the City. The intended character of each designation, the type of dwelling units and density ranges are outlined in the policies contained in this General Plan.

### Commercial Land Use Designations

The provision of commercial land use designations is critical to not only the economic success of the City but to making Mendota a desirable place to live. Thoughtful, well-balanced placement of commercial uses will allow convenient access by the community and will ensure compatibility with adjacent uses. The General Plan policies encourage further commercial development, regional shopping opportunities, and visitor-serving uses, while protecting the economic stability of local businesses particularly in the downtown area.

## Industrial Land Use Designations

The current industrial mix includes agricultural packing and processing facilities and the manufacturing of machinery. The City's biomass facility (constructed southeast of the airport in 1989) was not identified in the last General Plan Update. As indicated in the Land Use Diagram presented in the Goals and Policies section of this Element, industrial development in the City is generally concentrated along a strip of land between Naples Avenue and Marie Street, which is bisected by the railroad line. Industrial land uses are divided into Light and Heavy Industrial classifications as defined by policies of this Element.

## Public Facilities Land Use Designations

Areas owned and maintained by public or institutional agencies such as the City, the school district and other public agencies would fall into this land use category. Significant areas designated as public facility uses include public school facilities, the prison to the southwest of Mendota (under construction as of 2008), the Mendota Municipal Airport and the water supply system and wastewater treatment plant. Other Public facility areas include City Hall, the California Department of Forestry and Fire Protection (CDF) fire station and the water treatment plant.

## Open Space Land Use Designations

Parks, recreational facilities, and passive open space contribute to the quality of life in a community, providing visual buffers, natural areas, traditional parks, hiking and biking trails, and other landscaped areas. As illustrated in the Land Use Diagram, and outlined in the Policies of this General Plan, this designation includes recreation, buffer areas, agricultural uses and a multi-use open space area northwest of the airport. Recreation areas in Mendota include three City parks, the largest being Rojas-Pierce Park located along the western border of the City. Please see the Open Space and Conservation Element.


## Overlay Land Use Designations

The Land Use Diagram (presented as policy in this Element), designates areas adjacent to the City where it will eventually grow and extend public services over the next

twenty or more years. These areas are designated as Future Development Overlay areas intended to be primarily residential in nature, but also provide opportunities for office, shopping and recreation necessary to support livable neighborhoods. Future Development Areas are considered "overlay areas" in that the overlay designation expands the land uses to allow a compatible mix, and/or density of use that are otherwise precluded by the primary or base General Plan designation.

A Specific Plan will be required in advance of annexation and development of each area identified as Future Development Overlay on the Land Use Diagram. A Specific Plan is a planning tool authorized by State law (Government Code Section 65450) that can be used to identify appropriate land uses for an area and establish development guidelines in greater detail than provided by the General Plan, and the detailed development guidelines found in the City's Zoning Ordinance.

## LAND USE SUMMARY

The geographic extents of the various land use designations depicted on the Land Use Diagram presented in the Goals and Policies section of this Element are summarized in **Table 2-3** below.

TABLE 2-3: LAND USE DIAGRAM - LAND USE SUMMARY

| Land Use | Acreage | | | Percentage of Total Area |
|---|---|---|---|---|
| | City Limits | SOI | Total | |
| Low Density Residential | 14.57 | 893.55 | 908.12 | 13.2 0% |
| Medium Density Residential | 298.67 | 659.4 | 958.07 | 13.93% |
| Medium-High Density Residential | 86.03 | 125.05 | 211.08 | 3.07% |
| High Density Residential | 48.40 | 12.39 | 60.79 | 0.88% |
| General (Neighborhood) Commercial | 146.23 | 4.01 | 150.24 | 2.18% |
| Community Commercial | 37.19 | 55.98 | 93.17 | 1.35% |
| Light Industrial | 398.67 | 728.57 | 1,127.24 | 16.39% |
| Heavy Industrial | 71.15 | 204.94 | 276.09 | 4.01% |
| Public Facility | 722.37 | 1,349.15 | 2,071.52 | 30.12% |
| Recreational | 16.40 | 50.67 | 67.07 | 0.98% |
| Multi-Use Open Space | 0.20 | 125.15 | 125.35 | 1.82% |
| Buffer | 9.80 | 501.58 | 511.38 | 7.43% |
| **Subtotal** | **1,849.68** | **4,710.44** | **6,560.12** | **95.38%** |
| Roads /ROW | 248.84 | 69.13 | 317.97 | 4.62% |
| **Total** | **2,098.52** | **4,779.57** | **6,878.09** | **100%** |

Source: City of Mendota Land Use Diagram Acreages (proposed – no overlay designation) and PMC GIS Maps 12-02-08

## GROWTH OF THE GENERAL PLAN/PLANNING AREA

The General Plan establishes general uses and densities of land within the City. From the Land Use Diagram and the acreages as outlined previously in **Table 2-3**, it is possible to estimate the maximum population, number of homes, and acreages of non-residential uses that could result from buildout of the General Plan within the City and within the Planning Area.

The maximum buildout potential described herein assumes all undeveloped lands within the City and proposed SOI would be developed at maximum allowable intensities. No date for completion has been established, but it is anticipated residential buildout will occur by year 2025 and that non-residential buildout will occur more slowly than residential buildout.

**Table 2-4,** below, shows the maximum dwelling units possible in each residential designation, the total dwelling units and population estimates for each of the various residential land uses. This table also documents the lands within the City and the Proposed SOI. The population estimates are based on an assumption of 4.4 persons per unit.

TABLE 2-4: MAXIMUM RESIDENTIAL BUILDOUT POTENTIAL

| Land Use | Max DU/ Acre | City Limits | | | Proposed SOI | | | Total (Planning Area) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Acres | Max DU | Pop1 | Acres | Max DU | Pop | Acres | Max DU | Pop |
| Low Density | 3.5 | 14.57 | 51 | 224 | 893.55 | 3,127 | 13,759 | 908.12 | 3,178 | 13,983 |
| Medium Density | 6 | 298.67 | 1,792 | 7,885 | 659.40 | 3,956 | 17,406 | 958.07 | 5,748 | 25,291 |
| Medium-High Density | 11 | 86.03 | 946 | 4,162 | 125.05 | 1,376 | 6,054 | 211.08 | 2,322 | 10,217 |
| High Density | 25 | 48.40 | 1,210 | 5,324 | 12.39 | 310 | 1364 | 60.79 | 1,520 | 6,688 |
| **Total** | **NA** | **447.67** | **3,999** | **17,596** | **1,690.39** | **8,769** | **38,584** | **2,138.06** | **12,768** | **56,179** |

Source: City of Mendota Land Use (In Acres) tables 12/08/08 and PMC GIS Maps 12/05/08

[1] Assumes 4.4 persons per dwelling unit based on Department of Finance January 1,2006 estimate of 4.42 persons per dwelling unit

If Mendota's residential land were built to its maximum potential, at a density of 4.4 persons per household as stated above, the total population within the incorporated City limits could grow to more than 17,000 persons, while the population within the proposed SOI area could exceed 38,000 persons. The calculated maximum buildout potential for the entire Planning Area under this General Plan is approximately 56,000 persons.

It should be noted that this is a *maximum* buildout potential. Site-specific constraints, streets and right of ways, design requirements, and market factors will reduce the potential buildout to a level below the theoretical calculations. As such, actual growth will be less than is allowed under this plan. Policies outlined in this Element require that that the City periodically review the Land Use diagram and monitor growth to ensure that an appropriate pattern and rate of development is anticipated to meet the present and future needs of residents of the City.

**Table 2-5**, below, shows the potential buildout for non-residential uses such as commercial, light industrial, heavy industrial, public facility, recreation and open space. The anticipated core employment generating uses, Public Facility and Light Industrial are comprised of a combined total of more than 3,000 acres a use that includes agricultural facilities. An additional 1,100 acres of employment generating lands are designated as Heavy Industrial.

TABLE 2-5: NON-RESIDENTIAL MAXIMUM BUILDOUT POTENTIAL

| Non-Residential Land Use | City Limits | | Proposed SOI | | Total | |
|---|---|---|---|---|---|---|
| | Acres | Employees[1] | Acres | Employees* | Acres | Employees[1] |
| General (Neighborhood) Commercial | 146.23 | 585 | 4.01 | 16 | 150.24 | 601 |
| Community Commercial | 37.19 | 149 | 55.98 | 224 | 93.17 | 373 |
| Light Industrial | 398.67 | 1,595 | 728.57 | 2,914 | 1,127.24 | 4,509 |
| Heavy Industrial | 71.15 | 285 | 204.94 | 820 | 276.09 | 1,104 |
| Public Facility | 722.37 | 2,889 | 1,349.15 | 5,397 | 2,071.52 | 8,286 |
| Recreational | 16.40 | 66 | 50.67 | 203 | 67.07 | 268 |
| Multi-Use/OS | 0.20 | 1 | 125.15 | 501 | 125.35 | 501 |
| Buffer | 9.80 | NA | 501.58 | NA | 511.38 | NA |
| **Total** | **1,402.01** | **5,569** | **3,020.05** | **10,074** | **4,422.06** | **15,643** |

Source: City of Mendota Non-Residential Maximum Buildout Potential and GIS Maps 12/08/08

1. Based on an average of 4 employees per acre

**Table 2-5** assumes an average of four employees per acre. However, the actual number of jobs associated with each land use type may vary widely. For example, office uses generate many more employees per acre than recreational uses. The table above is provided as a general guide and is not intended to designate employee growth. The actual jobs associated with implementation of the General Plan may be greater or less depending on the job sectors that actually develop. The General Plan policies in this Element require that the City monitor land use patters and job opportunities in the Mendota, and promote patterns of development that allow for expanded job growth and job opportunities for its residents.

## FUTURE PLANNING

The City's vision is to retain aspects of its rural community character as it grows over the next two decades, while providing greater opportunities for industrial and commercial development and new jobs for the community. The Goals and Policies contained in this Element ensure that while residential opportunity abounds, the City will also encourage industrial and commercial development to create a more vibrant community with an improved jobs/housing balance. The City will strive to maintain the downtown as the heart of the community. However, the City will support the development of regional retail as well.

In order to achieve the City's vision of a balanced land use mix and a desirable place to live, work and play, the General Plan polices ensure that new growth is smart growth. New development must positively improve the image, vitality and services of Mendota.

These principles are integrated throughout the Goals and Policies of this Element. Smart growth principles will be further detailed in the Specific Plan Guidelines required for areas identified for future growth (areas that have a Future Development overlay designation in the Land Use diagram as) as described in **Policy LU- 1.7**.

# GOALS AND POLICIES

## COMMUNITY CHARACTER AND LAND USE (GENERAL)

**GOAL LU-1** *New development and redevelopment that is designed, sited and constructed in a manner that creates an aesthetically pleasing and desirable community in which to live.*

**POLICY LU-1.1** *The intensity and distribution of land uses in Mendota shall conform to the Land Use Diagram (**Figure 2-4,** presented at the end of this section) and Circulation Plan.*

**POLICY LU-1.2** *The Land Use Diagram shall be periodically reviewed to ensure that adequate mix of residential, commercial and industrial land is designated to meet the present and future needs of residents of the City and to maintain the City's economic vitality.*

**POLICY LU-1.3** *The City shall monitor growth, and promote patterns of development that allow for the efficient and timely extension of infrastructure and services.*

**POLICY LU-1.4** *The City shall encourage infill and intensification of land uses through the reuse or redevelopment of vacant or underutilized industrial, commercial and residential sites where infrastructure supports such development.*

**POLICY LU-1.5** *Where differing land uses abut one another, promote land use compatibility with buffering techniques such as landscaping, setbacks, screening and, where necessary, construction of sound walls.*

**POLICY LU-1.6** *New development shall pay its fair share of providing additional public services needed to accommodate such development. New development shall not be allowed until adequate public services and facilities to serve such development are provided. Where existing facilities are inadequate, new development shall only be approved when the following conditions are met: 1) The developer and/or City can demonstrate that all necessary public facilities will be adequately financed and installed prior to project occupancy (through fees or other means); and 2) The facilities and improvements are consistent with applicable facility plans approved by the City or other agencies in which the City is a participant.*

**POLICY LU-1.7** *The City's Zoning Code shall be updated to establish a Future Development Overlay designation consistent with the Land Use Diagram (**Figure 2-4,** presented at the end of this section) with the following land use characteristics:*

- *Identifies areas adjacent to the City, within the City's SOI, where it is anticipated that the City will grow and extend public services over the next twenty years;*
- *Primarily residential but permits a compatible mix and/or density of use intended to provide the range of complementary land uses necessary to support livable neighborhoods that are integrated with the fabric of the community that are otherwise precluded by the primary or base General Plan designation; and*
- *A Specific Plan shall be required for development of areas designated as Future Development Overlay areas on the Land Use Diagram. Specific Plans shall provide detailed land use planning prior to development to ensure implementation consistent with the General Plan; uses that undermine the overall intent of the General Plan policies and Land Use Diagram shall not be permitted. Specific Plans shall be prepared in accordance with State Guidelines and should incorporate Smart Growth planning principles.*

**POLICY LU-1.8** *Improve the community's physical appearance through creative planning, (such as utilizing planning principles of smart growth and sustainability), the redevelopment of infill areas and the design of future development areas. The use of design principles will be encouraged, as will site plans that include trails, open space and similar amenities. Smart Growth principles that should be considered include (but are not limited to):*

- *Balanced Land Uses;*
- *Transportation choices;*
- *Housing choices;*
- *Mixed Use land uses;*
- *Walkable neighborhoods;*

- *Preservation/integration of natural resources;*
- *Quality design/Sense of place; and*
- *Regeneration/infill.*

**POLICY LU-1.9** *New development shall consider the quality of scale, building design and exterior materials, signage, landscaping and proximity to services, shopping, parks and schools.*

**GOAL LU-2** *New development and redevelopment should provide for expanded economic opportunities for the residents of Mendota.*

**POLICY LU-2.1** *The City shall develop a strategy for City beautification and marketing Mendota to attract people and businesses to locate here. Many positive aspects of the City should be emphasized including the airport, recreational opportunities, no traffic congestion, no overcrowding, etc.*

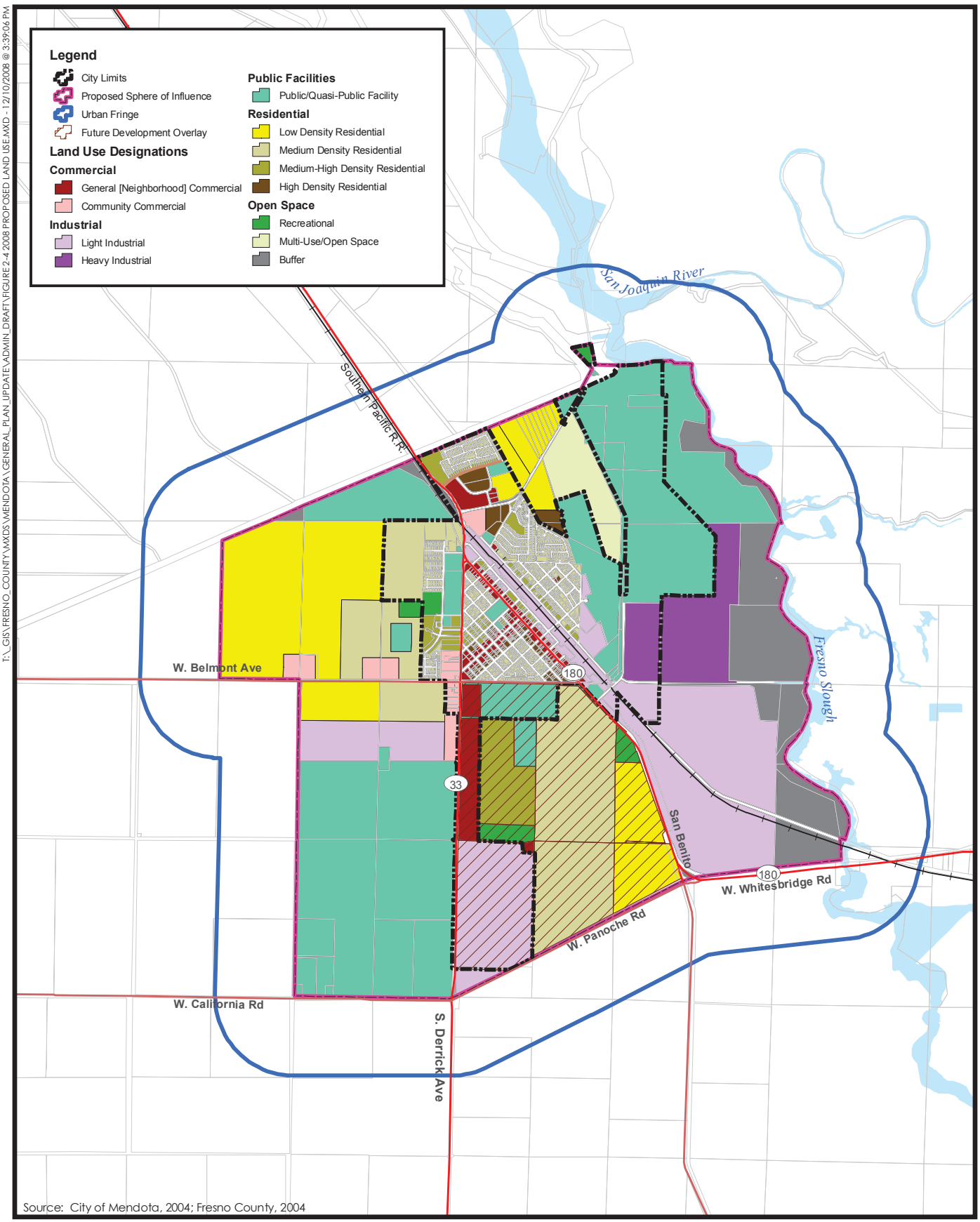
**POLICY LU-2.2** *The City shall monitor job opportunities in the City and surrounding areas, and promote patterns of development that allow for expanded job growth and job opportunities for Mendota's residents.*

**GOAL LU-3** *Preservation and maintenance of the rural character of the community.*

**POLICY LU-3.1** *Aesthetics, visual quality and character defining features of the community shall be maintained with development standards for landscaping, setbacks, signs, fencing and other visual characteristics of development.*

**POLICY LU-3.2** *New development outside the downtown core shall be consistent with the scale, appearance and rural community character of Mendota's neighborhoods.*

**POLICY LU-3.3** *Encourage the use of attractive signage and monumentation consistent with the scale and character of Mendota at the entrances to residential districts, commercial areas and other appropriate locations. This should be accomplished through the establishment and enforcement of a Sign Ordinance.*




Source: City of Mendota, 2004; Fresno County, 2004

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**Figure 2-4**

Land Use Diagram (2005-2025 General Plan)

PMC

**POLICY LU-3.4** *The entrances to Mendota from the north and south by way of State Route 33; from the east via State Route 180; and from the west via Belmont Avenue are considered the gateways to the community. New public and private development in these locations should include elements such as signage, landscaping and landscaped center medians and appropriate architectural detailing that signal arrival into the City of Mendota and communicate to visitors and residents alike the City's character.*

**POLICY LU-3.5** *The character of the community should be enhanced through City beautification programs and the elimination/prevention of blight.*

## Residential Land Uses

**GOAL LU-4** *Adequate land in a range of residential densities and housing types to address the housing needs of all income groups in Mendota.*

**POLICY LU-4.1** *Provisions for variable housing densities shall be made to ensure that development of housing is accessible to all socio-economic segments of the community. The City's Land Use Diagram (**Figure 2-4**) illustrates planned land uses, including residential uses. Residential development and uses shall be categorized according to the following densities and characteristics:*

*Low Density:*

- *Provides for a land use pattern of large lots for single-family detached homes; and*
- *1-3.5 dwelling units per acre.*

*Medium Density:*

- *Intended to accommodate single-family residential development at more units per acre than low density allows;*
- *3.6 to 6.0 dwelling units per acre; and*
- *Minimum lot size of 6,000 square feet.*

*Medium-High Density:*

- *Intended to accommodate moderate residential development at more units per acre than medium-density residential, and allow for other*

*housing types such single-family attached residences and multi-family dwellings;*

- *6.1 to 11.0 dwelling units per acre;*
- *Maximum of one dwelling unit per 3,000 square feet of lot area, not to exceed four dwellings per lot; and,*
- *Appropriately located in areas that are convenient to public facilities and services, which enable such concentrations.*

*High Density:*

- *Intended to provide high-density multiple-family residential structures;*
- *11.1 to 25.0 dwelling units per acre;*
- *Apartment-style buildings and condominiums with a minimum of 11 dwelling units and a maximum of 25 dwelling units per acre;*
- *The purpose of the High Density designation is to provide for high density multiple-family residential structures for the purposes of rental or sale to permanent occupants;*
- *Vertical mixed-use projects with residential use are typically developed in the high-density category.; and,*
- *Parking for these facilities is usually provided in traditional surface lots located around the complex.*

**POLICY LU-4.2** *The City shall promote the development of affordable housing to meet the needs of low- and moderate-income households. Specific policies related to affordable housing are located in the City's 2004 Housing Element and subsequent updates.*

**POLICY LU-4.3** *The City shall require that residential projects be designed to reflect and consider the relationship of the project to surrounding uses. Residential densities and lot patterns will be determined by these and other factors.*

**POLICY LU-4.4** *Use the Specific Plan process to encourage a variety of single-family and multi-family housing types that meet the future needs of the community.*

**POLICY LU-4.5** *Protect existing residential areas from intrusion of incompatible land uses and disruptive traffic to the extent possible.*

**POLICY LU-4.6** *Require the provision of adequate buffers to ensure land use compatibility between residential and non-residential land uses. Buffering techniques may include landscaping, setbacks and screening.*

## Commercial Uses

**GOAL LU-5** *Retention and expansion of existing commercial centers and establishments and new, high-quality commercial development appropriate to meet the City's current and future needs.*

**POLICY LU-5.1** *The City's Zoning Code shall be updated to establish the following commercial land use designations consistent with the Land Use Diagram (**Figure 2-4**) with the following land use characteristics:*

*General Commercial (Neighborhood Commercial):*

- *Provides for mixed-use activity primarily in the downtown area;*
- *Provides for a planned, unified shopping area for the community and a wide range of uses and to promote feasibility and vitality of downtown;*
- *Professional office land uses are permitted to allow construction of new unified office centers, and the redevelopment of existing areas to office use;*
- *Permitted professional office land uses include medical, dental, law or other professional offices; and*
- *Contemplated commercial uses include business support services and support restaurant and medical services.*

*Community Commercial:*

- *Provides for various types of retail stores, offices, service establishments and wholesale business to concentrate for the convenience of the public;*
- *Provides concentrated retail, generally located adjacent to major streets such as Highway 33 and W. Belmont Avenue;*

- *Permitted uses include food, drug, clothing and other retail uses and services including small restaurants, laundry outlets among other services;*
- *Hotels, motels, and medical and professional offices are permitted in this area, subject to zoning regulations;*
- *Intent is to serve a market within 10 miles;*
- *Should be located in each residential quadrant of the community to reduce cross-town traffic;*
- *Should be located along major traffic ways in consolidated centers that utilize common access for parking;*
- *Requires adequate pedestrian links to residential areas;*
- *Regional commercial centers such as "Big Box" and auto sales are allowed in this designation but must be Master Planned and located along major roadways such as SR 33 and 180 as required by Policy **LU-5.12** of this General Plan.*

**POLICY LU-5.2** *Retail and service commercial needs shall be satisfied by existing major commercial centers or strips and those planned according to the Land Use Diagram. The central business district, or "Downtown," shall continue to be the focal point of commercial activities in the community.*

**POLICY LU-5.3** *Adverse impacts generated by high-intensity service commercial uses shall be minimized through regulation of the location of such uses and through application of development standards.*

**POLICY LU-5.4** *Ensure the provision of adequate commercial shopping opportunities and office space locations to meet anticipated needs.*

**POLICY LU-5.5** *In general, new retail commercial development should provide a wider range of shopping opportunities for the community.*

**POLICY LU-5.6** *New commercial development shall be encouraged within specified areas to provide for the everyday needs of surrounding residential neighborhoods.*

**POLICY LU-5.7** *Encourage the redevelopment and reuse of vacant and/or underutilized commercial buildings.*

**POLICY LU-5.8** *New commercial development shall be designated to encourage safe and efficient pedestrian circulation within and between commercial sites and nearby residential neighborhoods.*

**POLICY LU-5.9** *Encourage development of neighborhood commercial centers that are located in close proximity to residential uses that serve higher density uses, are bicycle and pedestrian friendly and are compatible with surrounding uses.*

**POLICY LU-5.10** *The visitor-serving sector of the local economy should be maintained and expanded. Visitors to the nearby Mendota Wildlife Area offer a potential market for visitor-serving commercial uses.*

**POLICY LU-5.11** *The City should encourage some regional-serving "big box" commercial development that will fulfill the needs of the City's residents while also creating a regional shopping opportunity to draw visitors from neighboring communities*

**POLICY LU-5.12** *Regional Commercial Centers shall be required to prepare a development plan that includies architectural standards in place at the time of land use entitlement application submittal.*

**POLICY LU-5.13** *The City should develop strategies for creating additional sources of commercial sales tax revenue for the City. Examples may include automobile, tractor and RV sales.*

**POLICY LU-5.14** *The City should pursue/identify commercial uses for specific areas designated on the Land Use Diagram. For example, residential-serving strips along SR 33 near the prison and new residential commercial areas; tourist-serving commercial uses near SR 33/Bass Ave. intersection and the Mendota Wildlife Area.*

**POLICY LU-5.15** *The City should consider a "Regional Commercial" designation that allows for the uses described in Policy **LU-4.11**, Policy **LU-5.11** and Policy **LU-5.12**.*

## Central Business/Downtown

**GOAL LU-6** *A physically and economically revitalized Downtown Business District that serves as the symbolic and functional center of the City's business, professional and governmental activities.*

**POLICY LU-6.1** *The City shall promote growth and projects that reinforce the central business district as the geographic and economic center of Mendota.*

**POLICY LU-6.2** *The City shall encourage and cooperate with downtown merchants and property owners in pursuing the economic and physical revitalization of the central business district.*

**POLICY LU-6.3** *Business services, offices and public buildings and social centers should be concentrated downtown and sited in a functional and efficient manner, creating an attractive center for retail services and social activities.*

**GOAL LU-7** *A thriving Downtown with viable community retail and service commercial center, and community sense of place including open public spaces.*

**POLICY LU-7.1** *The City shall encourage projects within the downtown that combine residential and commercial uses in order to present additional opportunities for shopping and services while increasing the general activity, and stewardship of the downtown through upstairs residences.*

**POLICY LU-7.2** *The City should develop strategies such as economic incentives, to encourage the development of mixed-use projects that will help with infill and provide development/investment opportunities downtown.*

**POLICY LU-7.3** *The City should develop parking standards in the downtown to support the development of mixed-use project. See also* **Circulation C3-6** *and associated policies.*

**POLICY LU-7.4** *Consistent with Open Space and Conservation Element Policy* **OSC-15.1**, *the City shall encourage the creation of public plazas and public open spaces in new commercial development and redevelopment in the downtown.*

**POLICY LU-7.5** *The City shall encourage the improvement and enhancement of retail and office developments in the central business district.*

## Industrial Uses

**GOAL LU-8** *A strong industrial and commercial sector that provides agricultural as well as adequate non-agricultural industrial employment opportunities for the community.*

**POLICY LU-8.1** *The City's Zoning Code shall be updated to establish the following industrial land use designations consistent with the Land Use Diagram (**Figure 2-4**) and with the following land use characteristics:*

*Light Industrial:*

- *Permitted uses generally include industrial or manufacturing activities that occur entirely within an enclosed building;*
- *Corporation yards are not permitted; and*
- *Appropriate as a buffer between heavy industrial and non-industrial uses and where the site is visible from residential areas or major streets.*

*Heavy Industrial:*

- *Permitted uses include manufacturing, wholesale distribution, large storage areas and other non-hazardous industrial uses;*
- *Provides for agricultural industrial, industrial parks, manufacturing, truck terminals, public or quasi-public facilities and structures including utility operations, fabrication, processing, assembling, warehousing, wholesale sales, research and development activities; and*
- *Outside processing and storage of materials may be permitted.*

**POLICY LU-8.2** *The City shall facilitate economic diversification by designating sufficient land for potential industrial expansion.*

**POLICY LU-8.3** *Encourage existing industries to remain, expand and if necessary, relocate within the community.*

**GOAL LU-9** *Adequate, and appropriate land with available infrastructure to attract light and heavy industrial uses suitable to Mendota.*

**POLICY LU-9.1** *The City shall minimize land use and circulation conflicts between industrial areas and surrounding land uses.*

**POLICY LU-9.2** *The City shall ensure that off-site impacts from industrial development concerning access and circulation, noise, dust, odors and hazardous materials are minimized.*

**POLICY LU-9.3** *The City shall evaluate areas identified as "Industrial" on the Land Use Diagram for adequate and necessary infrastructure necessary to attract industry to the area.*

## Open Space Uses

**GOAL LU-10** *The viability of open space areas within and surrounding Mendota are preserved while promoting planned, sustainable growth.*

**POLICY LU-10.1** *The City's Zoning Code shall be updated to establish the following Open Space land use designations consistent with the Land Use Diagram (**Figure 2-4**) and with the following land use characteristics:*

*General Characteristics of Open Space*

- *Appropriate uses include passive open space, recreational activities, local and regional parks, trails, and ancillary commercial uses specifically related to adjoining recreational activities; and*
- *Inappropriate uses include privately owned residences, general commercial uses, or the subdivision of land for purposes of urban development.*

*Recreational*

- *Permanent open space designated for both the preservation of natural resources and for recreational uses; and*
- *Considered "Parkland" and may take the form of a developed park or undeveloped open space, greenbelt or linear park with trail facilities.*

*Multi-Use Open Space*

- *Permanent open space designated to accommodate recreational activities such as batting and golf ranges, golf courses and community parks and playgrounds.*

*Buffer*

- *Intended to prevent urban nuisance and adjacent land use conflicts;*
- *May provide connections between residential neighborhoods land other land use types;*
- *May provide habitat protection; and*
- *Often comprised of walls, fencing and landscaping for the purposes of aesthetics at main entrance corridors into the City.*

**POLICY LU-10.2** *Large-scale projects should include landscaping and open space as part of the overall site plan.*

**POLICY LU-10.3** *The responsibility and financial capability to develop, maintain, and manage open space areas in a sound manner shall be considered during site plan review.*

**GOAL LU-11** *The viability of agricultural areas surrounding Mendota are preserved and protected while promoting planned, sustainable growth.*

**POLICY LU-11.1** *The City shall promote compact City growth and phased infrastructure extension as a means of encouraging the preservation of prime agricultural land.*

**POLICY LU-11.2** *Agricultural lands and open space within the Urban Fringe area should be preserved in order to maintain the viability of the agricultural industries serving the City as well as the rural character of Mendota.*

**POLICY LU-11.3** *The unnecessary or premature conversion of Prime Farmland shall be discouraged (please see the Open Space and Conservation Element for Goals and policies related to Prime Farmland, Williamson Act Lands and conversion of agricultural land.)*

**POLICY LU-11.4** *The City shall seek to maintain its agricultural heritage, while increasing and diversifying its residential, commercial and industrial base.*

**POLICY LU-11.5** *The City should pursue the development of agricultural related industry (e.g. agricultural processing facilities) and where feasible and desirable, the City shall identify and develop infrastructure as needed for agricultural related industries.*

### Regional Coordination

**GOAL LU-12** *The City of Mendota will coordinate efforts with regional organizations and agencies in order to attain City land use goals.*

**POLICY LU-12.1** *Coordinate land use policies and planning decisions with Fresno County, the Local Agency Formation Commission (LAFCO), the Council of Fresno County Governments (Fresno COG), and other affected agencies as necessary to ensure cooperative attainment of City land use goals.*

**POLICY LU-12.2** *The City shall request that, the County consult with the City at the staff level in the early stages of preparing policy changes that may impact growth or the provision of services within the City's' SOI and Urban Fringe Area. The City shall encourage and promote such consultation.*

**POLICY LU-12.3** *The City and Caltrans shall coordinate the alignment of SR 180 and if necessary amend the General Plan to ensure the City's Circulation and Land Use Elements identify the route alignment.*

### Public Services and Facilities

**GOAL LU-13** *Provide for future growth and development as depicted in the Land Use Diagram (**Figure 2-4**) by planning for all necessary public facilities, infrastructure and services necessary to serve the community.*

**POLICY LU-13.1** *The City's Zoning Code shall be updated with the Public/Quasi-Public Facility land use designation consistent with the Land Use Diagram (**Figure 2-4**) and the following characteristics:*

- *Owned and maintained by public or institutional agencies; and*
- *Used for educational, governmental and public safety purposes, such as storm drainage basin.*

**POLICY LU-13.2** *All new development or redevelopment projects shall be responsible for its fair share of the cost of all public facilities and services it utilizes as needed to serve the project and in accordance with all City standards.*

**POLICY LU-13.3** *Where new development requires the construction of new public facilities, the new development shall pay its fair share of the construction. Where necessary, the City shall require the dedication of land within newly developing areas for public facilities.*

**POLICY LU-13.4** *Ensure that any future development project provides public infrastructure and public services that fully serve the needs of the project and address any impacts created by such project and does not adversely affect public facilities or services.*

**POLICY LU-13.5** *Annexation areas shall prepare Municipal Services Plan for the entire development area as part of the land use entitlement process, including but not limited to: water, sewer, circulation, parks and stormwater.*

**POLICY LU-13.6** *Large facilities or commercial areas shall be consistent with all City infrastructure plans, public service and facilities plans.*

Water

**GOAL LU-14** *A sufficient quantity of potable water supplies and adequate facilities and system for storage and delivery to serve the current and future needs of the City.*

**POLICY LU-14.1** *The City shall plan for the expansion of needed water and sewer infrastructure including, but not limited to, the expansion of water production, storage and distribution facilities, the expansion of wastewater collection and treatment capacity, and storm drainage facility expansion.*

**POLICY LU-14.2** *The City shall coordinate with other agencies having an interest or responsibility for water resources in the Mendota area.*

**POLICY LU-14.3** *The City will explore the potential for use of non-potable water including groundwater and reclaimed water for landscape irrigation or other appropriate uses.*

**POLICY LU-14.4** *New development shall pay the costs related to the need for increased water system capacity.*

**POLICY LU-14.5** *Manage future development so that facilities are available for proper water supply.*

**POLICY LU-14.6** *The City shall take appropriate measures to ensure that new development will pay its share of the costs for water system improvements.*

**POLICY LU-14.7** *The City shall ensure the provision of adequate fire flows in new development.*

Wastewater

**GOAL LU-15** *Adequate wastewater collection, treatment and disposal to meet current and future needs of the community.*

**POLICY LU-15.1** *City's wastewater treatment facilities shall be operated in compliance with the waste discharge requirements established by the Central Valley Regional Water Quality Control Board (CVRWQCB).*

**POLICY LU-15.2** *All new urban development shall be connected to the City's wastewater collection, treatment and disposal system.*

**POLICY LU-15.3** *The City shall take appropriate measures to ensure that new development will pay its share of the costs for wastewater system improvements.*

Stormwater

**GOAL LU-16** *Protect persons and property from the damaging impacts of flooding. See also Open Space and Conservation Element Goal* **OSC-14**.

**POLICY LU-16.1** *The City shall plan for the expansion of needed storm drainage facilities.*

**POLICY LU-16.2** *Existing and future development should have adequate and proper disposal of stormwater runoff from existing to avoid flooding and property damage. See also Open Space and Conservation Element Policy* **OSC-14.1**.

**POLICY LU-16.3** *Stormwater runoff from new development should be disposed of in detention ponds. The development of ponds which drain several project sites shall be preferred over smaller, single-site ponds. The ponds shall be dedicated to the City, but assessment districts which encompass the areas drained into the ponds shall be created to cover the costs of their operation and maintenance.*

**POLICY LU-16.4** *The City shall require new development to adequately mitigate increases in stormwater peak flows and/or volume. Mitigation measures shall take into consideration impacts on adjoining properties and impacts on groundwater recharge related to existing and proposed water wells.*

**POLICY LU-16.5** *Where possible, develop new drainage facilities and/or improvements to existing facilities in order to provide additional recreational or environmental benefit; as such, detention basins over 10.0 acres in size shall be designed for multiple uses such as parks and playing fields when not used for holding water.*

**POLICY LU-16.6** *The City shall encourage the use of natural drainage systems where feasible to preserve and enhance natural features.*

**POLICY LU-16.7** *The City shall promote flood control measures that maintain the drainage courses in their natural conditions within the 100-year floodplain.*

**POLICY LU-16.8** *The City shall manage flood prone areas consistent with the requirements of the Federal Emergency Management Agency (FEMA) and Fresno County.*

**POLICY LU-16.9** *Development shall not be permitted on land subject to flooding during a 100-year event, based on the most recent floodway mapping prepared by the FEMA or updated mapping acceptable to the City, unless potential impacts due to flooding are mitigated.. Potential development in areas subject to flooding may be clustered onto portions of a site which are not subject to flooding, consistent with other policies of the General Plan.*

**POLICY LU-16.10** *The City shall prepare and adopt a Floodplain Management Ordinance in accordance with FEMA and OES Guidelines within one year upon adoption of the General Plan Update.*

## Police

**GOAL LU-17** *Provision of well-trained, well-equipped police protection services to serve the needs of the community.*

**POLICY LU-17.1** *The City shall consider public safety issues in commercial and residential project design, including crime prevention through design.*

**POLICY LU-17.2** *The City shall encourage the formation of neighborhood watch groups.*

**POLICY LU-17.3** *New development shall pay its fair share of costs for new or additional police protection facilities and services.*

**POLICY LU-17.4** *The City is undertaking efforts to establish a City Police Department; assessment districts for all new development shall contribute to the formation of the Police Department.*

## Fire and Emergency Services

**GOAL LU-18** *Provision of well-trained, well-equipped fire protection services to serve the needs of the community.*

**POLICY LU-18.1** *New development shall have adequate access for fire fighting and emergency equipment, as determined by the Fresno County Fire Protection District.*

**POLICY LU-18.2** *All new developments shall pay its fair share of costs (in the form of development impacts fees) at time of building permit issuance for necessary new or additional fire protection facilities and services.*

**POLICY LU-18.3** *Adequate fire and emergency service access shall be incorporated into circulation system design to maximize the effectiveness of existing and proposed fire protection facilities.*

**POLICY LU-18.4** *New development shall furnish water systems which meet city, county and state residual fire flow requirements and adequate on-site water storage as determined by the Fresno County Fire Protection District.*

**POLICY LU-18.5** *The City shall encourage efforts to locate adequate emergency services and other types of health care facilities and senior care services/facilities in Mendota in order to meet the present and future needs of its residents.*

## Emergency Preparedness

**GOAL LU-19** *Reduction of loss of life and property, and injuries, and social and economic dislocations resulting from natural or man-made disasters through provision of a high standard of emergency preparedness.*

**POLICY LU-19.1** *The City shall prepare an emergency preparedness plan within one year of adoption of the General Plan and update periodically as needed.*

## Schools

**GOAL LU-20** *Adequate, well-sited and quality schools, programs and educational opportunities to meet the needs of the community.*

**POLICY LU-20.1** *The City shall coordinate with the Mendota Unified School District (MUSD) to ensure sufficient capacity in elementary, middle and high schools in appropriate locations to serve planned growth.*

*Note: Any school location shown in Future Growth Areas on the General Plan Land Use Diagram is schematic only.*

**POLICY LU-20.2** *The City shall protect schools sites form incompatible development.*

**POLICY LU-20.3** *Coordinate development review with the MUSD to designate and obtain dedication of school sites.*

**POLICY LU-20.4** *Coordinate with the MUSD to address planning, design, maintenance and operation of joint use of school and recreational facilities.*

**GOAL LU-21** *Safe and efficient access to school facilities.*

**POLICY LU-21.1** *The City shall develop a Safe Routes to School Program which includes a coordinated development of trails and bicycle lanes, where possible, to provide improved access to school and recreational facility locations.*

## Solid Waste

**GOAL LU-22** *Safe, efficient and cost-effective removal of waste from residences, businesses and industrial users.*

**POLICY LU-22.1** *Promote the reduction of the amount of waste disposed of in landfills by:*

1) *reducing the amount of solid waste generated within the City (waste reduction);*
2) *reusing as much of the solid waste as possible (recycling);*
3) *utilizing the energy and nutrient value of the solid waste (waste to energy and composting); and*
4) *properly disposing of the remaining solid waste (landfill disposal).*

**POLICY LU-22.2** *The City should encourage methods that minimize the potential impacts of waste collection, transportation, processing and disposal facilities on residential land uses.*

**POLICY LU-22.3** *Hauling solid waste on collectors and local streets through residential areas should be avoided, except when providing local service.*

**POLICY LU-22.4** *The City shall promote maximum use of solid waste source reduction, recycling, composting and environmentally-safe transformation of wastes.*

## Airport

**GOAL LU-23** *A Municipal Airport that is an asset and benefit to the community of Mendota.*

**POLICY LU-23.1** *The City shall prepare an Airport Master Plan to identify future needs and opportunities regarding the Mendota Municipal Airport. The Plan should identify strategies that expand its uses to benefit the community. See also Policy* **S-7.2** *and Policy* **C-7.2**.


# CHAPTER 3: CIRCULATION ELEMENT

# CIRCULATION ELEMENT

*Circulation, or the safe and efficient movement of goods and people, is an issue many communities need to balance with their desired development patterns. Mobility is essential to a community's growth and greatly affects the quality of life for its residents. The City of Mendota is no exception. The City's past and current development patterns have been, and continue to be, closely linked to its circulation system.*

*Therefore, the City's future development patterns will depend on, and be affected by its circulation system as well. An improved network of roadways, expanded public transit opportunities, and a well connected community-wide bike and pedestrian trail system will ensure that the City can provide improved mobility and an enhanced quality of life for its citizens.*

**The City of Mendota was established around a Southern Pacific Railroad storage and switching facility in 1891. State Routes (SR) 33 and 180 intersect the City in an almost north-south direction; and, Interstate 5 (I-5) is located approximately 15 miles west of Mendota.**

**As such, the City's pattern and extent of growth have historically been, and continue to be, closely tied to its circulation system.**

## HOW THE CIRCULATION ELEMENT IS ORGANIZED

This Element is organized into four main sections as described below:

- **Introduction:** This section includes an overview of the purpose of the Element, and, its relationship to other elements in the General Plan;
- **Setting:** This provides background information and describes current City-wide circulation conditions;
- **The Future of Circulation:** This section provides the future circulation plan for the City; and
- **Goals and Policies:** This section addresses all modes of travel and the relationship between transportation and land use. It also provides the City's circulation goals and policies that will guide decision-makers.

# CIRCULATION ELEMENT

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# CIRCULATION ELEMENT

## INTRODUCTION

### PURPOSE OF THE CIRCULATION ELEMENT

The Circulation Element provides an overview of the existing and planned transportation network. It establishes goals and policies that will guide the City's circulation system and assist City decision-makers to prioritize future improvement projects.

The Circulation Element is one of the seven mandated General Plan elements required by State law. It consists of the general location and extent of existing and proposed major roadways, transportation routes and other local public transportation facilities, all correlated with the Land Use Element of this General Plan. This Element has been prepared in conformance with all mandatory requirements of State law as outlined in the Introduction Chapter of this General Plan.

### RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

According to State law, the Circulation Element must be consistent with the other General Plan Elements, which are all interrelated to a degree. Certain goals and policies of one Element may address issues that are primary subjects of other Elements. This integration of issues throughout the General Plan creates a strong basis for the implementation of plans and programs and achievement of community goals.

The Circulation Element is most directly related to the Land Use, Conservation and Open Space, Noise and Safety Elements.

## SETTING - MENDOTA'S TRANSPORTATION FACILITIES

This setting section of the Circulation Element describes current conditions of the City's transportation system based on a 2007 Circulation Study, and an overview of the major issues that affect circulation plans and programs. This information provides the background for the goals and policies that reflect the community's vision for the future of circulation in Mendota.

### MENDOTA'S ROADWAY NETWORK – THE FUNCTIONAL CLASSIFICATION SYSTEM

Roadways are the primary transportation facilities within City of Mendota. Mendota's roadway network consists of expressways, arterials, collectors and local streets (see

**Figures 3-1** and **3-2**), which provide varying degrees of direct access to abutting property.

The City's street network reflects a pattern of arterial-width streets at one-mile intervals, collector streets at ½-mile intervals in residential neighborhoods and ¼-mile intervals in commercial areas as well as local streets. Alleys also provide an important means of access to commercial and residential properties in Mendota.

Examples of the roadway network in Mendota are provided in **Table 3-1**, below, while the following provides a brief description of the function of each roadway type.

### Freeways - Expressways

Freeways or expressways are typically the largest roadway types in a city. A freeway is a multilane divided highway that allows access only at interchanges. An expressway is a multilane divided highway that allows access at public roads via at-grade intersections. The objective of both of these roadway types is to move the greatest number of vehicles as efficiently and safely as possible. They are controlled access, providing for high volume travel, where the concept of service to abutting land is subordinate to accommodating the through movement of vehicles. There are no freeways within the General Plan Area. The closest freeway to Mendota is Interstate-5 (I-5), located 15 miles to the west of the City. Caltrans has used the term "expressway" to classify SR 33 and SR180 in their future and ultimate form.

### Arterial Streets – Major and Minor


Arterial streets accommodate relatively high traffic volumes and provide the major circulation between activity centers, expressways and other arterials. Access to local land uses is restricted along arterial streets, to preserve their capacity to serve higher volumes and longer-distance travel. Minor arterials can have two or four lanes, and typically do not have a median or other divider. Major arterials are typically divided streets with four or more lanes. The function of an arterial is to provide efficient through and cross-town traffic. Access to abutting property is limited to maintain the free movement of high traffic volumes on

the roadways. Arterials have maximum design capacities of about 20,000 vehicles average daily traffic (ADT).

TABLE 3-1: EXAMPLE ROADWAY CATEGORIES IN MENDOTA

| Name of Roadway | No. of Lanes | Directions | Roadway Classification |
|---|---|---|---|
| Oller Street (SR 180) | 2-4 in each direction | northwesterly/southeasterly | arterial |
| Derrick Avenue (SR 33) | 2-4 in each direction | north/south | arterial |
| Belmont Avenue | 1-3 in each direction | east/west | arterial |
| Roads A through E | 1 in each direction | various | collector |
| Bass Avenue | 1 in each direction | northeasterly/southwesterly | collector |
| 2nd Street | 1 in each direction | northeasterly/southwesterly | collector |
| 6th Street | 1 in each direction | northeasterly/southwesterly | collector |
| 7th Street | 1 in each direction | northeasterly/southwesterly | collector |
| 9th Street | 1 in each direction | northeasterly/southwesterly | collector |
| Marie Street | 1 in each direction | northwesterly/southeasterly | collector |
| Juanita Street | 1 in each direction | northwesterly/southeasterly | collector |
| Quince Street | 1 in each direction | northwesterly/southeasterly | collector |
| Divisadero Street | 1 in each direction | east/west | collector |
| McCabe Avenue | 1 in each direction | east/west | collector |
| Smoot Avenue | 1 in each direction | east/west | collector |
| Sorenson Avenue | 1 in each direction | north/south | collector |

Source: Peters Engineering Group, *City of Mendota Circulation Element Update* November 2007.

State SR 180 and SR 33 are categorized as Arterial Streets. Portions of 9th Street to Belmont Avenue can be classified as an arterial. SR 180 (Oller Street) bisects the City in a northeast-southwesterly direction and SR 33 (Derrick Avenue) is a north-south highway located near the western edge of the existing City limits. The two highways intersect at the northwestern part of the City near 2nd Street as shown previously in **Figure 3-2**. These two highways form the major arterials serving the City of Mendota. SR 33, SR 180, Belmont Avenue, 7th Street and Marie Street are the major intra-city transportation routes.

SR 33, SR 180 and Belmont Avenue have been identified by the Council of Fresno County Governments (FCOG) in the Regional Transportation Plan (2004) as part of the Regionally Significant Road System for Fresno County. This system is designed to

maintain and improve access between cities, accommodate a high level-of-service access to and within the Fresno-Clovis Metropolitan Area and to link regionally significant commercial, educational, industrial and recreational facilities. The criteria used to establish the regionally significant system included factors such as functional classification, service to regional facilities, connection of regional facilities and amount of current and projected use. SR 33 and SR 180 are designed to connect Mendota with other nearby communities and to other regional highways.

SR 33 provides direct access southward to I-5 and connects Mendota to the nearby towns of Firebaugh and Los Banos, to the north. SR 33 has one lane in each direction south of Belmont Avenue and two lanes in each direction north of Belmont to the intersection with SR 180.

SR 180 provides access to the City of Fresno to the east and terminates at the intersection with SR 33 in the northwest corner of Mendota. The highway has two lanes in each direction within Mendota, from Belmont Avenue to SR 33. Caltrans is currently proposing to construct an extension of SR 180 as a four-lane (divided) expressway that would connect Mendota directly to I-5 and close a transportation gap between SR 180, SR 33 and I-5. Various alignments near the City have been proposed and a Route Adoption Study is expected in the near future.

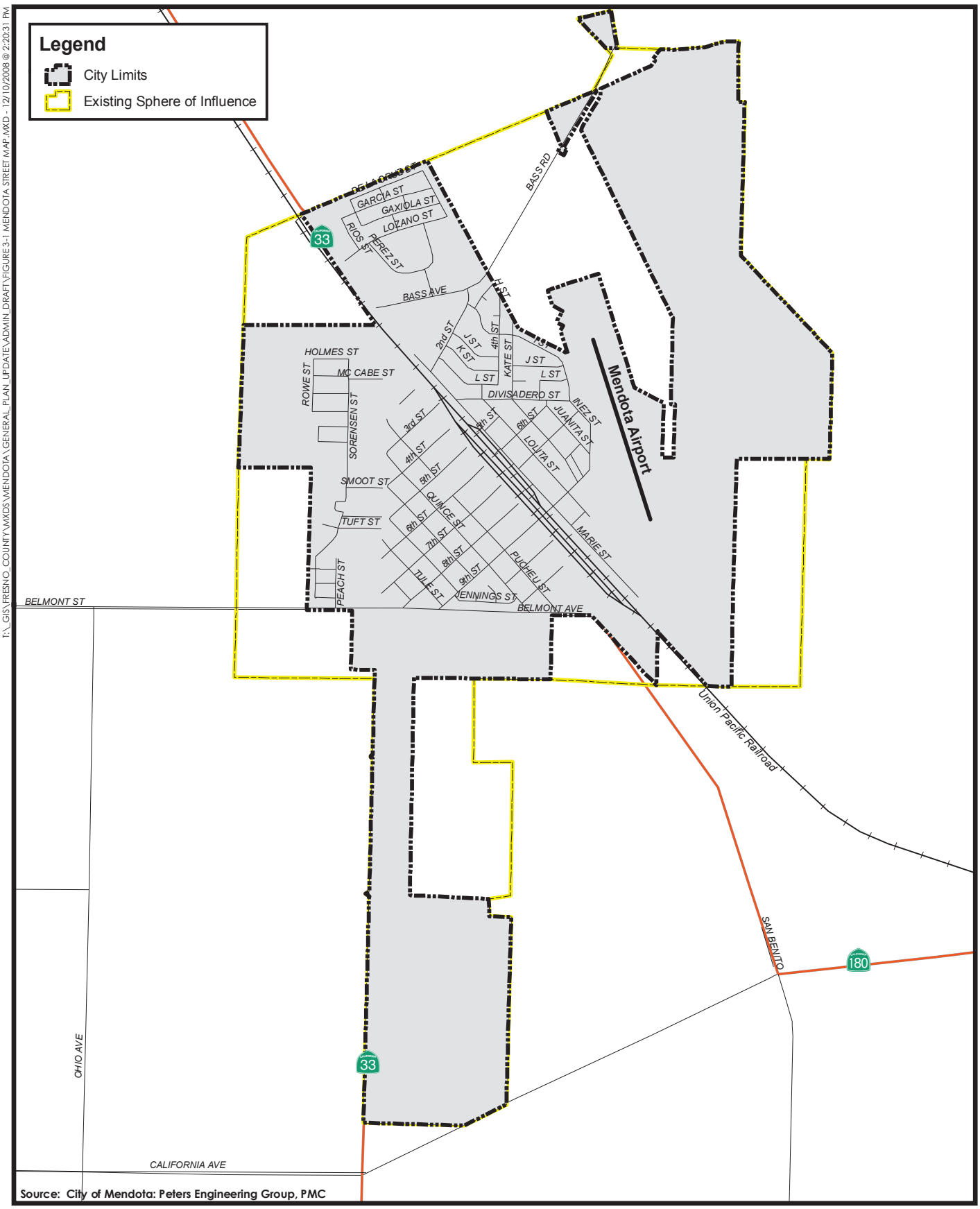



**Figure 3-1**
Mendota Street Map

PMC

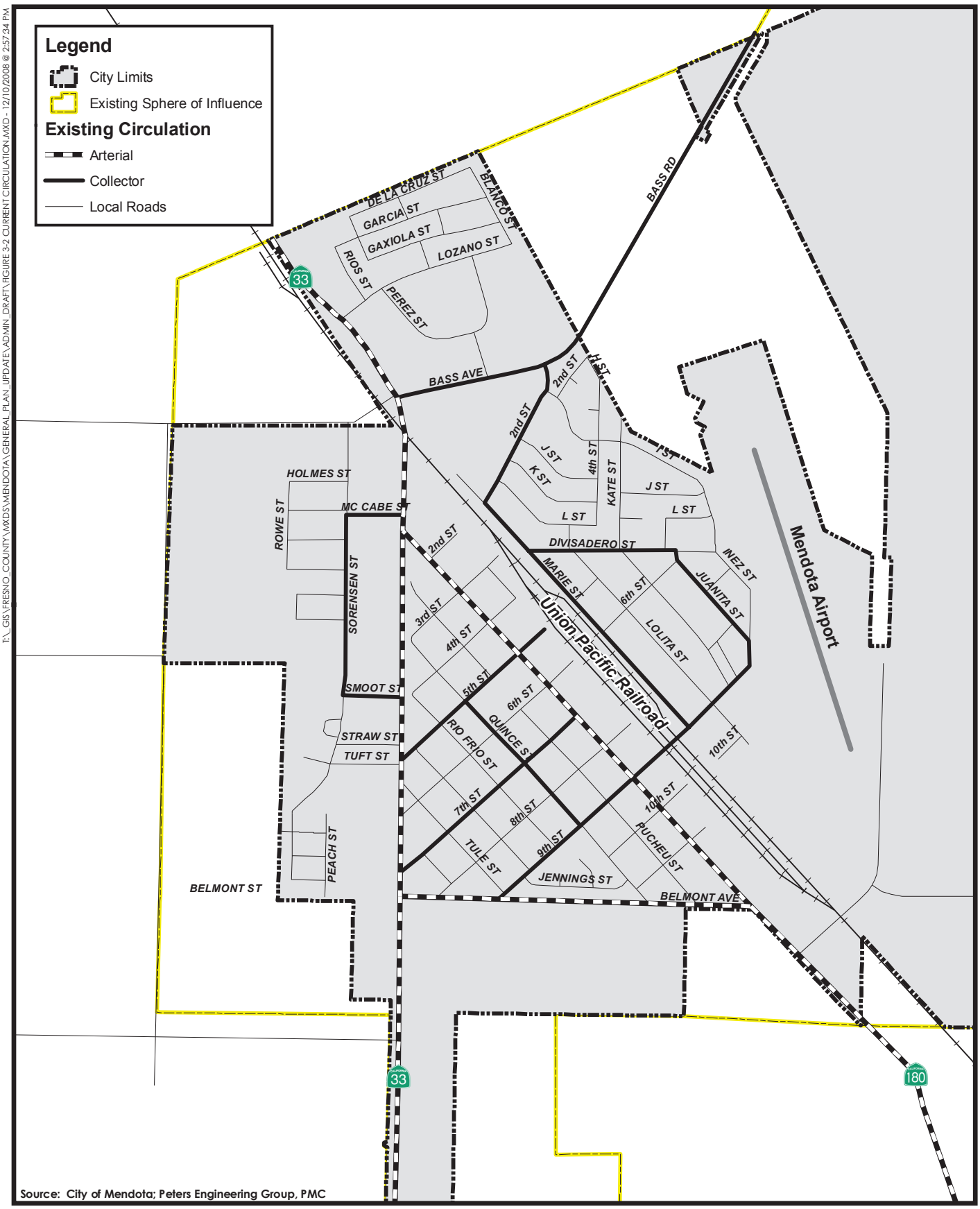
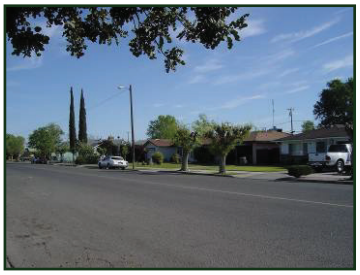



**Figure 3-2**
Existing Circulation

PMC



### Collector Streets – Major and Minor

Collector streets are two-lane divided streets used to travel between neighborhoods, usually for relatively short trips within neighborhoods or between local streets and the arterial street system. Collector streets have relatively low speed limits, and sometimes may have restricted access to neighboring land uses.

Traffic movement between arterials and local streets is provided by collector streets. Collectors usually carry a large share of the intra-city traffic and provide the primary link between residential neighborhoods and the downtown area. Collector streets typically have a maximum design capacity of about 10,000 ADT. Roads A through E, Bass Avenue, 2nd, 6th, 7th, 9th, Marie, Juanita, Quince, Divisadero Streets, McCabe, Smoot and Sorenson Avenues are all examples of collector streets.

### Local Streets

Local streets are two-lane undivided streets designed for trips within neighborhoods, and to connect to collectors and arterial streets. Local streets provide low-speed access to neighborhood land uses, and usually carry less than 2,000 vehicles per day.

The function of local streets is to provide access to abutting property and minimize through-traffic movements. Local streets usually terminate at intersections with collectors or arterials and also terminate in cul-de-sacs. Local streets may have volumes as high as 1,500 ADT, but typically have volumes of less than 1,000 ADT.

## ROADWAY CONDITIONS

### Roadway Capacity and Levels of Service Definitions

Roadway capacity or circulation analyses are generally performed to determine the carrying capacity of roadways and to help prioritize street improvements and plan for future transportation needs. Factors to be considered in a circulation analysis include Average Daily Traffic (ADT) volumes and a roadway's Level of Service (LOS).

#### Average Daily Traffic (ADT)

Average Daily Traffic or ADT is the total traffic volume on a roadway during one given day or period of 24 hours. It is commonly obtained during a given time period,

in whole days greater than one day and less than one year, divided by the number of days in that time period.

### Level of Service (LOS)

Levels of Service (LOS) ratings are qualitative descriptions of intersection operations and are reported using an "A" through "F" letter rating system.

LOS generally reflects traveling conditions such as travel time and speed, freedom to maneuver, and traffic interruptions, using quantifiable traffic measures such as average speed, intersection delays, and volume to capacity ratios to approximate driver satisfaction. Individual levels of service are designated from LOS A for most favorable, to LOS F for the least favorable conditions, which each represent a range of conditions. LOS A represents free-flow conditions, while LOS F indicates excessive delays and jammed conditions. Intersection and roadway segment traffic operations are evaluated using the LOS concept.

The varying LOS ratings are described below in **Table 3-2**.

TABLE 3-2: LEVEL OF SERVICE DESCRIPTIONS

| LOS | Description |
|---|---|
| A | Uncongested operation; all queues clear in a single cycle |
| B | Very light congestion; an occasional phase is fully utilized |
| C | Light congestion; occasional queues on approaches |
| D | Significant congestion on critical approaches, but intersection is functional; vehicles required to wait through more than one cycle during short peaks; no long-standing queues formed |
| E | Severe congestion with some long-standing queues on critical approaches; traffic queue may block nearby intersections |
| F | Total breakdown; significant queuing |

## Mendota's Roadway Capacity and Circulation Conditions

**Table 3-3** below, summarizes the existing LOS for a selection of intersections and roadway segments studied in 2007. As indicated, most of the roadways are operating at a LOS of C or better. Congestion is therefore light on the collector streets.

Portions of SR 33 and 180 that run through the City are currently operating at LOS C and D. Carrying anywhere between 4,700 and 4,850 cars at the AM and PM peak travel times, these roadways and intersections face significant congestion at the intersection, with cars often queuing through more than one traffic light cycle.

TABLE 3-3: LEVEL OF SERVICE AT STUDY INTERSECTIONS (2007)

| | Intersection | Level of Service Existing | |
|---|---|---|---|
| | | AM | PM |
| 1 | California Ave. & Derrick Ave. (SR33) | A | B |
| 2 | Panoche Ave. & San Benito Ave | B | B |
| 3 | Belmont Ave. & Derrick Ave. (SR33) | C | D |
| 4 | Belmont Ave. & 9th Ave. | A | A |
| 5 | Belmont Ave & Quince Ave | B | A |
| 6 | Belmont Ave. & Oller Street (SR180) | B | B |
| 7 | Derrick Ave. (SR33) & Oller Street (SR180) | B | B |
| 8 | Derrick Ave. (SR 33) & Bass Ave. | C | C |
| 9 | San Benito Ave. (SR180) & Belmont Ave. | C | D |
| 11 | Oller Street (SR180) & 9th Ave | B | B |

Source: Peters Engineering Group, *City of Mendota Circulation Element Update* November 2007.

## OTHER TRANSPORTATION FACILITIES IN MENDOTA

### Public Transit

Fresno County Rural Transit Agency (FCRTA) services are currently (2008) available to the elderly (60+), disabled, low income and general public patrons within 13 incorporated cities of Fresno County. Limited service is available to neighboring counties. Currently, the FCRTA has 18 transit subsystems that are offered on a demand responsive and/or scheduled, fixed route basis. Scheduled, multiple round-trip, intercity service is provided to Mendota through Kerman to the Fresno-Clovis Metropolitan Area and to Firebaugh, Monday through Friday, by the Westside Transit system. Demand-responsive services are also available Monday through Friday. In accordance with the Clean Air Act, all of FCRTA's vehicles are alternatively fueled by propane, compressed natural gas or electric batteries.


### Bicycle and Pedestrian Facilities

Pedestrian circulation is currently (2008) provided for by the sidewalk system in residential and commercial neighborhoods throughout the City. There are no Class I bike paths in Mendota. However, FCOG has designated a regional bikeway route for

intra-city circulation along SR 180 to its intersection with SR 33, proceeding north on SR 33 to the City of Firebaugh. The regional bikeways system designates the most suitable location for the long-term development of bikeway corridors for commuting and recreation. A more detailed description of the metropolitan and rural cities routes will be included in the Regional Bikeways and Trails Plan, currently being developed by FCOG.

## Rail Facilities

The City of Mendota is bisected by a branchline of the Union Pacific Railroad and is operated by the San Joaquin Valley Railroad Company. The railroad has been identified as a regionally significant rail line by the Fresno County Regional Transportation Plan (2004). Movement between the western and eastern portions of the City is severely restricted by the railroad line. The only crossing within the central portion of the City is via 9th Street. One additional crossing occurs in the northwest where SR 33 crosses the tracks and provides access via the intersection with Bass Avenue.


The Surface Transportation Board and the California Public Utilities Commission (PUC) have historically exercised strict control over railroad operations, including shipping rates and the abandonment, construction, relocation and consolidation of railroad rights-of-way.

## Airport Facilities

The Mendota Municipal Airport is classified as a basic utility airport. It encompasses 130 acres and has one runway that is 3,499 feet long and 50 feet wide (2,722 feet of the runway was widened to 60 feet in 2006). The airport and surrounding area is governed by the Fresno County Airport Land Use Policy Plan (1983), which the City has adopted as its own. The plan lists land use compatibility policies and addresses safety and noise issues. The City Manager of Mendota also serves as the Airport Manager. Planned airport improvement, set for 2009, included capping/sealing the parking ramp and existing runway and completion of the runway widening to 60 feet and extending the runway (including taxiway) 1,400 feet. Development of an Airport Master Plan is also a high priority.

The Fresno County Airport Land Use Commission (ALUC) reviews plan amendments, rezoning applications, zoning ordinance text amendments, airport master plans and building regulations when located in the review area of Fresno County airports. If the ALUC finds a proposal inconsistent with its plan, the city council responsible for the airport in question may overrule the ALUC action by a four-fifths vote. However, specific findings pursuant to Section 21670 of the Public Utilities Code must first be made.

The ALUC has adopted a series of land use policy plans for the public use airports within the region. The responsible public agencies have also adopted the respective land use policy plan or have incorporated certain provisions of the policy plan into their General Plan documents and Airport Master Plans. The policy plans provide the basis for recommendations on land use development proposals within the airport environs.

## Overview of Major Circulation Issues

This Circulation Element addresses a variety of issues in order to improve circulation conditions in Mendota into the future. The City is currently experiencing significant growth pressure, both within its limits and in the surrounding area. Buildout under this General Plan will significantly increase the City size and population, intensify land uses and increase the volume of traffic. Improvements to the street network, including: lane additions, new roads and the installation of traffic signals, will be required to maintain acceptable levels of service.

Key issues, as identified by an analysis of traffic conditions and buildout, City staff and the community (during public workshops held in 2006 and 2007) are summarized below:

- Prioritization and construction of roadway improvements necessary to improve circulation and levels of service.
- Establishment of a minimum Level of Service (LOS) standard for the community.
- Development of improved streetscape standards, particularly along the main "gateways" to the City.
- Creation of safe and convenient railroad crossings for automobiles, bikes and pedestrians.
- Development of designated truck routes along the main arterials.
- Identification of measures necessary to enhance pedestrian and bicycle safety.

- Development of more pedestrian friendly streets by improving sidewalks and streetscapes.
- Encourage increased bicycle usage by creating bikeways that are more desirable to a wide range of cyclists.
- Support for increased public transit use.
- Development of minimum emergency access standards.
- Increased safety measures on area highways and local streets.
- Assurance of adequate funding for necessary circulation improvements.

The issues above have been incorporated into the Circulation Policies and Goals and the Circulation Plan described in the remainder of this section. For example, policies have been developed to establish a circulation network that define an adequate LOS and will meet projected traffic needs through implementation of the Circulation Plan. Other policies have been developed to address safety concerns and pedestrian and bicycle systems.

# THE FUTURE OF CIRCULATION

## THE CIRCULATION PLAN

The future circulation system of the City of Mendota as described here is comprised of both the text of this Element as well as the accompanying circulation maps, which describe the major roadways, intersection improvements, bikeways and railroad crossing improvements. While some of the development standards for theses facilities are left to implementation plans, this Element lays the groundwork and defines the role that various modes of transportation play in the movement of people and goods.

The Circulation Plan (shown as Figure 3-3 and presented in the Goals and Policies section of this Element) illustrates the City's future roadway pattern. Figure 3-3 only shows the primary roadway network system, including highways, major roads and connector roads of the City that provide north-south and east-west connectivity. It does not illustrate the many local roads that provide circulation within neighborhoods. These roadways will be designed at the project-level. The proposed roadway system has been designed in conjunction with the planned land uses and corresponding development capacity identified in the Land Use Element. It should be noted that the alignment of future roadways as presented on the Circulation Diagram is schematic. Precise alignments will be subject to further study prior to, or in conjunction with, development.

Further details about the methods used to determine circulation needs for the City throughout the 2005-2025 General Plan timeframe can be found in the Traffic Report prepared for this General Plan (Peters Engineering Group, 2007) available for review at the City of Mendota City Hall.

## ROADWAYS

The future roadway pattern in the City of Mendota is designed to expand on the "modified grid" system that currently exists within the City. The existing arterial network provides for efficient through and cross-town traffic with connection from collectors to highways and expressways. This network can be expanded to accommodate the forecasted traffic demands based on the land use projections contained in the Land Use Element, while continuing to achieve the Level of Service standard presented in this Element. The land uses proposed under the General Plan update would generate approximately 73,000 trips on the road network.

**Table 3-4, below,** list the categories of roadways addressed in this Circulation Plan (presented as **Figure 3-3** in the Goals and Policies section of this Element) and describes how these General Plan roadway categories relate to the City's current street type as outlined in the Setting section of this Element. Each of the General Plan roadway categories is explained as part of the Policy **C-1.1** presented in the Goals and Policies section of in this Element.

TABLE 3-4: ROADWAY CATEGORIES

| Current City Street Types | General Plan Roadway Category |
|---|---|
| Freeways/Expressways<br>(none currently in Mendota) | Expressways /Highways |
| Arterial Streets<br>Major Collector Street | Arterial Streets |
| Collector Streets | Collector Streets |
| Local Streets<br>Non-Residential (Commercial, Industrial)<br>Primary Residential Streets<br>Minor Residential Streets | Local Roads |

It should be noted that the Circulation Diagram (Figure 3-3) does not currently designate any roadways as Freeway, Expressway or Highway. Interstate, 5 (I-5) the closest freeway to Mendota, is located 15 miles to the west of the City. There are no additional freeways planned. Construction and improvements to freeways are the responsibility of the State of California. The only existing highways in the General

Plan Area are Oller Street (SR 180) and Derrick Avenue (SR 33). Caltrans is currently proposing to construct an extension of SR 180 as a four-lane (divided) expressway that would connect Mendota directly to I-5 and close a transportation gap between SR 180, SR 33 and I-5. Various alignments near the City have been proposed and a Route Adoption Study is expected in the near future. This Element provides policy language (Policy **C-1.9)** requiring that the City coordinate the alignment of SR 180 west to 1-5 and, if necessary, amend the General Plan to ensure the City's Circulation and Land Use Elements identify the route alignment.

## ROADWAY IMPROVEMENTS

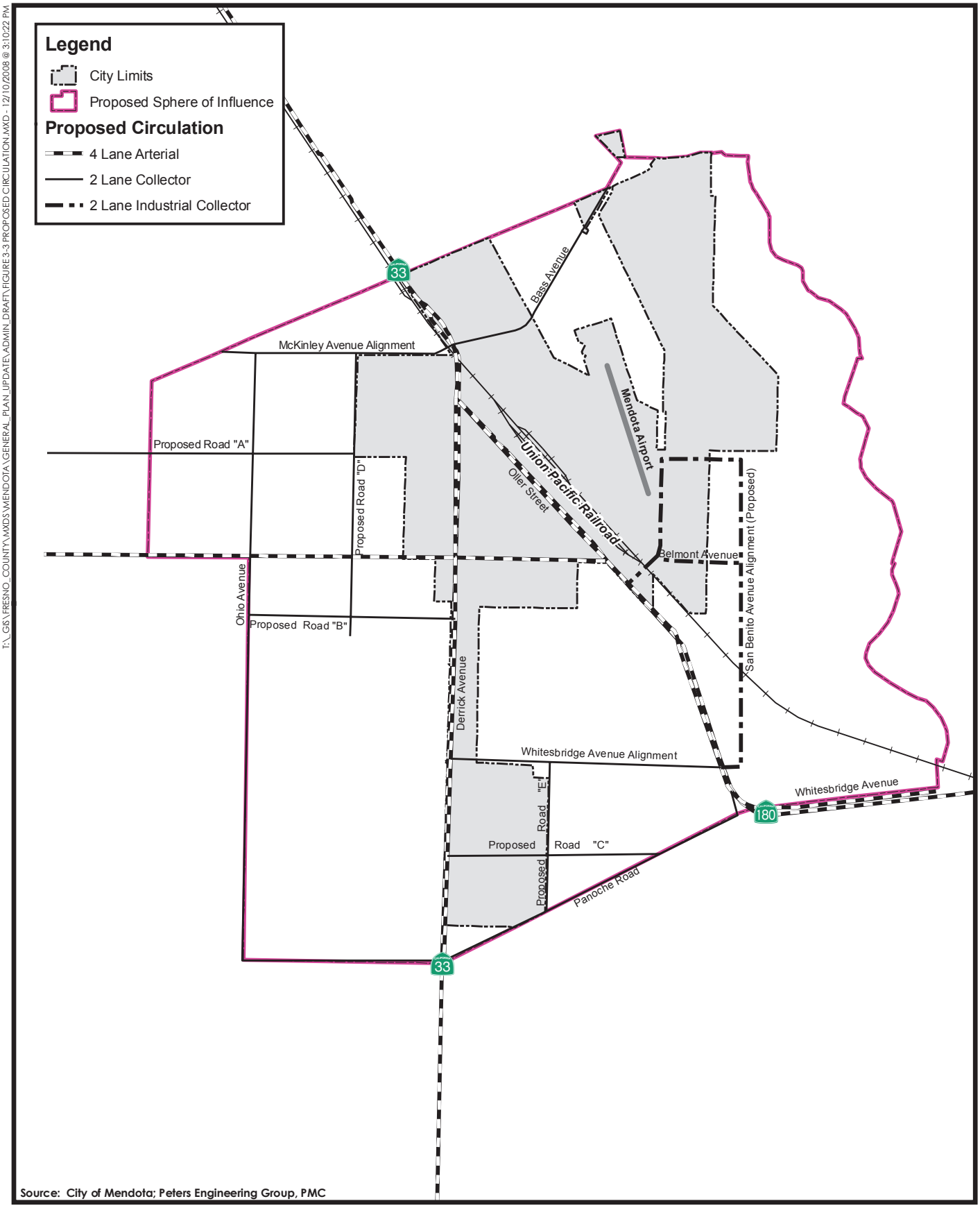
### Intersection Improvements

Table 3-5, below, lists a series of intersection improvements. These improvements can be either grade-separation improvements that separate opposing flows of traffic to better increase traffic flows throughout, as done with freeway interchanges, or, can be at-grade enhancements that increase traffic flow and/or make the intersection safer for pedestrians and bicyclists. This type of intersection improvements may include adjusting signal timing, signal preemption and other Intelligent Transportation Systems enhancements. Spacing of intersection improvements will consistent with Caltrans standards (currently limited to locations ½ mile or 1 mile of adjacent signals, depending on highway classification).

### Level of Service Improvements

**Tables 3-5** through **3-7** show the City's LOS standard and the LOS at General Plan Buildout.[1] With the future buildout of the City, roadway segments and intersections with existing LOS of C and better will deteriorate to LOS F conditions. This signifies a total breakdown of the roadway capacities. As indicated in **Tables 3-5** through **3-7**, with the recommended intersection improvements at the specified study intersections, these LOS conditions can be improved even under buildout conditions.

[1] As mitigated by implementation of the goals and policies outlined in this General Plan. The concept of level of service is described in greater detail in the Setting section of this chapter.




T:_GIS\FRESNO_COUNTY\MXDS\MENDOTA\GENERAL_PLAN_UPDATE\ADMIN_DRAFT\FIGURE 3-3 PROPOSED CIRCULATION.MXD - 12/10/2008 @ 3:10:22 PM

**Figure 3-3**
Proposed Circulation

PMC

TABLE 3-5: INTERSECTION ANALYSIS SUMMARY

| Intersection Existing | Existing | | Current General Plan (2025) | | LOS Proposed General Plan (2025) | | Future (2025) Mitigations* | Proposed General Plan (2025) - Mitigated LOS | |
|---|---|---|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM | | AM | PM |
| California Ave. & Derrick Ave. (SR33) | A | B | B | F | F | F | Signalize, 1 EBR, 1 NBR, 2 SBT | C | C |
| Panoche Ave. & San Benito Ave | B | B | C | C | F | F | Signalize | C | A |
| Belmont Ave. & Derrick Ave. (SR33) | C | D | F | F | F | F | Signalize, 2 EBT, 2 WBT, Separate RT all approaches | C | C |
| Belmont Ave. & 9th Ave. | A | A | B | D | D | F | Signalize | A | B |
| Belmont Ave & Quince Ave | B | A | C | C | F | E | Signalize | B | B |
| Belmont Ave. & Oller Street (SR180) | B | B | F | F | F | F | Signalize, 2 NBLT | C | C |
| Oller Street (SR180) & 9th Ave | B | B | B | C | B | C | No mitigation needed | N/A | N/A |
| Derrick Ave. (SR33) & Oller Street (SR180) | C | C | D | F | C | F | Signalize, 1 EBR | B | B |
| Derrick Ave. (SR 33) & Bass Ave. | C | D | F | F | F | F | Signalize, 2 WBT, 2 NBT, 1 NBR, 1 SBR | C | C |
| NOT USED | – | – | – | – | – | – | – | – | – |
| San Benito Ave. (SR180) & Belmont Ave. | B | B | F | F | F | F | Signalize, 2 EBLT, 1 NBR, 1 SBR | C | C |
| Road E & Panoche Ave. | – | – | – | – | B | C | No mitigation needed | B | A |
| Road C & Panoche Ave. | – | – | – | – | D | D | Signalize | B | B |
| Derrick Ave. (SR33) & Road C | – | – | – | – | F | B | Signalize, 1 WBR, 1 NBR | C | B |
| Derrick Ave. (SR33) & Whitesbridge Ave. | – | – | – | – | F | F | Signalize | B | C |
| Whitesbridge Ave. & San Benito Ave. (SR180) | – | – | – | – | F | F | Signalize, 2 WBLT, 1 WBR, 2 NBT, 2 SBT 1RT all | B | C |
| Derrick Ave. (SR33) & Road B | – | – | – | – | F | F | Signalize, 1 EBR | B | C |
| Ohio Ave.& Belmont Ave. | – | – | – | – | D | F | Signalize | B | C |
| Road D & Belmont Ave. | – | – | – | – | F | F | Signalize, 1 WBR | C | C |
| Road D & McKinley Ave. | – | – | – | – | A | B | No mitigation needed | N/A | N/A |

Source: Peters Engineering *Traffic Impact Analysis* 11/06/07 * A minimum of 1 left-turn and 1 through lane per approach is recommended at all signalized intersections. Only those lanes in addition to the minimums are in the mitigation column. NB: Northbound SB: Southbound EB: Eastbound WB: Westbound LT: Left turn T: Through RT: Right turn.

TABLE 3-6: AM PEAK ROAD SEGMENT ANALYSIS SUMMARY

| Road | Segment | Existing Traffic Conditions | | | Current General Plan (2025) Traffic Conditions | | | Proposed General Plan Update (2025) Traffic Conditions | | | Proposed General Plan Update-Mitigation | | Road Class |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Lane Configuration | Peak Hour Two-Way Volume | LOS | Lane Configuration | Peak Hour Two-Way Volume | LOS | Lane Configuration | Peak Hour Two-Way Volume | LOS | Lane Configuration-Mitigated | LOS-Mitigated | |
| Derrick (SR 33) | Lazono to Bass | 2 LU | 421 | C | 2 LU | 1,203 | C | 2 LU | 1,515 | D | 4 LU | B | Arterial |
| | Bass to Oller (SR 180) | 2 LU | 681 | C | 2 LU | 1,547 | D | 2 LU | 1,508 | D | 4 LU | B | Arterial |
| | Oller (SR 180) to Belmont | 4 LU | 313 | B | 4 LU | 980 | C | 4 LU | 1,172 | B | 4 LU | B | Arterial |
| | Belmont to Road B | 2 LU | 93 | B | 2 LU | 609 | C | 2 LU | 1,518 | D | 4 LU | B | Arterial |
| | Road B to Whitesbridge | 2 LU | 93 | B | 2 LU | 903 | C | 2 LU | 1,497 | D | 4 LU | B | Arterial |
| | Whitesbridge to Road C | 2 LU | 93 | B | 2 LU | 265 | B | 2 LU | 1,659 | F | 4 LU | B | Arterial |
| | Road C to Panoche | 2 LU | 93 | B | 2 LU | 265 | B | 2 LU | 2,122 | F | 4 LU | B | Arterial |
| | Panoche to Jensen | 2 LU | 76 | B | 2 LU | 308 | B | 2 LU | 1,236 | C | 2 LU | C | Arterial |
| Oller/San Benito (SR 180) | Derrick (SR 33) to 9th | 4 LU | 550 | C | 4 LU | 1,241 | C | 4 LU | 1,154 | B | 4 LU | B | Arterial |
| | 9th to Belmont | 4 LU | 480 | C | 4 LU | 1,213 | C | 4 LU | 1,172 | B | 4 LU | B | Arterial |
| | Belmont to Whitesbridge | 2 LU | 571 | C | 2 LU | 2,006 | F | 2 LU | 2,067 | F | 4 LU | B | Arterial |
| | Whitesbridge to San Benito | 3 LU | 571 | C | 2LU | 1,920 | F | 2LU | 1,804 | F | 4 LU | B | Arterial |
| | San Benito to Railroad | 2 LU | 445 | C | 2 LU | 830 | C | 2 LU | 1,355 | D | 4 LU | B | Arterial |
| Belmont | Fairfax to Lyon | 2 LU | 55 | B | 2 LU | 393 | B | 2 LU | 393 | B | 2 LU | C | Arterial |
| | Lyon to Ohio | 2 LU | 55 | B | 2 LU | 399 | B | 2 LU | 1,043 | C | 2 LU | B | Arterial |
| | Ohio to Road D | 2 LU | 55 | B | 2 LU | 399 | B | 2 LU | 1,273 | C | 2 LU | B | Arterial |
| | Road D to Derrick (SR 33) | 2 LU | 140 | B | 2 LU | 1,161 | C | 2 LU | 1,675 | F | 4 LU | B | Arterial |
| | Derrick (SR 33) to 9th | 2 LU | 267 | B | 2 LU | 1,033 | C | 2 LU | 1,220 | C | 4 LU | B | Arterial |
| | 9th to Quince | 2 LU | 303 | B | 2 LU | 949 | C | 2 LU | 1,360 | D | 4 LU | B | Arterial |
| | Quince to Oller (SR 180) | 2 LU | 271 | B | 2 LU | 962 | C | 2 LU | 1,291 | C | 4 LU | B | Arterial |

| Road | Segment | Existing Traffic Conditions | | | Current General Plan (2025) Traffic Conditions | | | Proposed General Plan Update (2025) Traffic Conditions | | | Proposed General Plan Update-Mitigation | | Road Class |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Lane Configuration | Peak Hour Two-Way Volume | LOS | Lane Configuration | Peak Hour Two-Way Volume | LOS | Lane Configuration | Peak Hour Two-Way Volume | LOS | Lane Configuration-Mitigated | LOS-Mitigated | |
| | San Benito (SR 180) to Maria | 2 LU | 15 | B | 2 LU | 895 | C | 2 LU | 1,476 | D | 4 LU | B | Arterial |
| Panoche/ California | Ohio to SR 33 | 2 LU | 52 | B | 2 LU | 107 | B | 2 LU | 879 | C | 2 LU | C | Arterial |
| | SR 33 to Road E | 2 LU | 37 | B | 2 LU | 168 | B | 2 LU | 1,211 | C | 2 LU | C | Arterial |
| | Road E to Road C | 2 LU | 37 | B | 2 LU | 168 | B | 2 LU | 1,118 | C | 2 LU | C | Arterial |
| | Road C to San Benito | 2 LU | 73 | B | 2 LU | 988 | C | 2 LU | 1,196 | C | 2 LU | C | Collector |
| Ohio | McKinley to Belmont | 2 LU | DNE | – | 2 LU | – | – | 2 LU | 95 | B | 2 LU | B | Collector |
| | Belmont to Road B | 2 LU | DNE | – | 2 LU | – | – | 2 LU | 37 | B | 2 LU | B | Collector |
| 9th | Naples to Belmont | 2 LU | 302 | B | 2 LU | 882 | C | 2 LU | 927 | C | 2 LU | C | Collector |
| | Oller (SR 180) to Belmont | 2 LU | 111 | B | 2 LU | 217 | B | 2 LU | 171 | B | 2 LU | B | Collector |
| Bass | Perez to Derrick (SR 33) | 2 LU | 352 | B | 2 LU | 594 | C | 2 LU | 1,047 | C | 2 LU | C | Collector |
| Whites bridge | SR 33 to SR 180 | 2 LU | DNE | – | 2 LU | – | – | 2 LU | 749 | C | 2 LU | C | Collector |
| Quince | 11th to Belmont | 2 LU | 152 | B | 2 LU | 277 | B | 2 LU | 266 | B | 2 LU | B | Collector |
| Road C | SR 33 to Panoche | 2 LU | DNE | – | 2 LU | – | – | 2 LU | 1,058 | C | 2 LU | C | Collector |
| Road B | Road D to SR 33 | 2 LU | DNE | – | 2 LU | – | – | 2 LU | 328 | B | 2 LU | B | Collector |
| Road D | Road A to Belmont | 2 LU | DNE | – | 2 LU | – | – | 2 LU | 549 | C | 2 LU | C | Collector |
| Road E | Road A to Belmont | 2 LU | DNE | – | 2 LU | – | – | 2 LU | 194 | B | 2 LU | B | Collector |

Source: Peters Engineering Group, City of Mendota Circulation Element Update November 2007.

DNE=Does not exist N/C=No Change *State Route 99 Bridge cross over LU= Lane undivided **Included in the interchange improvements

TABLE 3-7: PM PEAK ROAD SEGMENT ANALYSIS SUMMARY

| Road | Segment | Existing Traffic Conditions | | | Current General Plan (2025) Traffic Conditions | | | Proposed General Plan Update (2025) Traffic Conditions | | | Proposed General Plan Update-Mitigation | | Road Class |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Lane Configuration | Peak Hour Two-Way Volume | LOS | Lane Configuration | Peak Hour Two-Way Volume | LOS | Lane Configuration | Peak Hour Two-Way Volume | LOS | Lane Configuration-Mitigated | LOS-Mitigated | |
| Derrick (SR 33) | Lazono to Bass | 2 LU | 498 | C | 2 LU | 1,706 | F | 2 LU | 2,006 | F | 4 LU | B | Arterial |
| | Bass to Oller (SR 180) | 2 LU | 936 | C | 2 LU | 2,075 | F | 2 LU | 1,905 | F | 4 LU | B | Arterial |
| | Oller (SR 180) to Belmont | 4 LU | 421 | C | 4 LU | 1,229 | C | 4 LU | 1,530 | B | 4 LU | B | Arterial |
| | Belmont to Road B | 2 LU | 270 | C | 2 LU | 903 | C | 2 LU | 1,722 | F | 4 LU | B | Arterial |
| | Road B to Whitesbridge | 2 LU | 270 | C | 2 LU | 903 | C | 2 LU | 2,120 | F | 4 LU | B | Arterial |
| | Whitesbridge to Road C | 2 LU | 270 | C | 2 LU | 556 | C | 2 LU | 1,344 | D | 4 LU | B | Arterial |
| | Road C to Panoche | 2 LU | 270 | C | 2 LU | 556 | C | 2 LU | 1,196 | C | 4 LU | B | Arterial |
| | Panoche to Jensen | 4 LU | 265 | C | 4 LU | 672 | C | 4 LU | 1,648 | B | 4 LU | B | Arterial |
| Oller/San Benito (SR 180) | Derrick (SR 33) to 9th | 4 LU | 718 | C | 4 LU | 1,555 | D | 4 LU | 1,464 | B | 4 LU | B | Arterial |
| | 9th to Belmont | 2 LU | 537 | C | 2 LU | 1,480 | D | 2 LU | 1,420 | D | 4 LU | B | Arterial |
| | Belmont to Whitesbridge | 2 LU | 554 | C | 2 LU | 2,318 | F | 2 LU | 2,438 | F | 4 LU | B | Arterial |
| | Whitesbridge to San Benito | 2 LU | 515 | C | 2 LU | 2,236 | F | 2 LU | 1,941 | F | 4 LU | B | Arterial |
| | San Benito to Railroad | 2 LU | 445 | C | 2 LU | 1,054 | C | 2 LU | 1,581 | E | 4 LU | B | Arterial |
| Belmont | Fairfax to Lyon | 2 LU | 107 | C | 2 LU | 578 | C | 2 LU | 578 | C | 2 LU | C | Arterial |
| | Lyon to Ohio | 2 LU | 107 | C | 2 LU | 614 | C | 2 LU | 1,506 | D | 4 LU | B | Arterial |
| | Ohio to Road D | 2 LU | 107 | C | 2 LU | 614 | C | 2 LU | 1,587 | E | 4 LU | B | Arterial |
| | Road D to Derrick (SR 33) | 2 LU | 306 | C | 2 LU | 1,334 | D | 2 LU | 2,027 | F | 4 LU | B | Arterial |

| Road | Segment | Existing Traffic Conditions | | | Current General Plan (2025) Traffic Conditions | | | Proposed General Plan Update (2025) Traffic Conditions | | | Proposed General Plan Update-Mitigation | | Road Class |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Lane Configuration | Peak Hour Two-Way Volume | LOS | Lane Configuration | Peak Hour Two-Way Volume | LOS | Lane Configuration | Peak Hour Two-Way Volume | LOS | Lane Configuration-Mitigated | LOS-Mitigated | |
| | Derrick (SR 33) to 9th | 2 LU | 336 | C | 2 LU | 991 | C | 2 LU | 1,680 | F | 4 LU | B | Arterial |
| | 9th to Quince | 2 LU | 246 | C | 2 LU | 921 | C | 2 LU | 1,672 | F | 4 LU | B | Arterial |
| | Quince to Oller (SR 180) | 2 LU | 175 | C | 2 LU | 1,048 | C | 2 LU | 1,494 | D | 4 LU | B | Arterial |
| | San Benito (SR 180) to Maria | 2 LU | 35 | C | 2 LU | 1,180 | C | 2 LU | 1,910 | F | 4 LU | C | Arterial |
| Panoche/ California | Ohio to SR 33 | 2 LU | 22 | C | 2 LU | 117 | B | 2 LU | 916 | C | 2 LU | C | Arterial |
| | SR 33 to Road E | 2 LU | 23 | C | 2 LU | 260 | B | 2 LU | 1,039 | C | 2 LU | C | Arterial |
| | Road E to Road C | 2 LU | 23 | C | 2 LU | 260 | B | 2 LU | 956 | C | 2 LU | C | Arterial |
| | Road C to San Benito | 2 LU | 50 | C | 2 LU | 138 | B | 2 LU | 1,080 | C | 2 LU | C | Collector |
| Ohio | McKinley to Belmont | 2 LU | DNE | – | 2 LU | – | – | 2 LU | 159 | B | 2 LU | B | Collector |
| | Belmont to Road B | 2 LU | DNE | – | 2 LU | – | – | 2 LU | 219 | B | 2 LU | B | Collector |
| 9th | Naples to Belmont | 2 LU | 435 | C | 2 LU | 1,314 | D | 2 LU | 1,342 | D | 4 LU | B | Collector |
| | Oller (SR 180) to Belmont | 2 LU | 159 | C | 2 LU | 353 | B | 2 LU | 258 | B | 2 LU | B | Collector |
| Bass | Perez to Derrick (SR 33) | 2 LU | 586 | C | 2 LU | 816 | C | 2 LU | 1,053 | C | 2 LU | C | Collector |
| Whites bridge | SR 33 to SR 180 | 2 LU | DNE | – | 2 LU | – | – | 2 LU | 976 | C | 2 LU | C | Collector |
| Quince | 11th to Belmont | 2 LU | 30 | – | 2 LU | 225 | B | 2 LU | 261 | B | 2 LU | B | Collector |
| Road C | SR 33 to Panoche | 2 LU | DNE | – | 2 LU | – | – | 2 LU | 565 | C | 2 LU | C | Collector |
| Road B | Road D to SR 33 | 2 LU | DNE | – | 2 LU | – | – | 2 LU | 758 | C | 2 LU | C | Collector |
| Road D | Road A to Belmont | 2 LU | DNE | – | 2 LU | – | – | 2 LU | 709 | C | 2 LU | C | Collector |
| Road E | Road A to Belmont | 2 LU | DNE | – | 2 LU | – | – | 2 LU | 141 | B | 2 LU | B | Collector |

Source: Peters Engineering Group, *City of Mendota Circulation Element Update* November 2007. DNE=Does not exist N/C=No Change *State Route 99 Bridge cross over LU= Lane undivided **Included in the interchange improvements

## OTHER TRANSPORTATION FACILITY IMPROVEMENTS

### Public Transit

Future transit needs in Mendota include both internal circulation and commute services. The City will continue to coordinate with Fresno County Rural Transit Agency to expand service within Mendota, and between Mendota and other Fresno County destinations as outlined in Policies **C-2.2** and **C-7.1**. Improvements to longer-distance commute routes could include service between the City and major employment centers within Fresno County. The City will work with regional transit agencies to coordinate this type of service, and should identify locations for additional park-and-ride facilities that could contribute to the success of commute-oriented transit services as outlined in Policies **C-4.3** and **C-6.1**.

The policies in the General Plan **C-3.5**, **C-5.2** and **C-6.1** support the use and expansion of transit services in Mendota. As the City grows, new routes will need to be developed to connect residential, commercial, office and industrial areas.

### Bicycle and Pedestrian Facilities

The City seeks to encourage its development as a walkable community and places a high emphasis on creating a pedestrian environment as outlined in Policies **C-3.2** through **C-3.5**, **C-3.8** through **C-3.10** and **C-6.1** through **C-6.3**. To achieve this, the policies of this General Plan will ensure that development will provide exceptional places and paths for people to walk. Sidewalks will be provided along streets; where they intersect a major street, special treatments will be provided to help reduce the potential conflict between vehicles and pedestrians.

A goal of this General Plan (Goals **C-3** and **C-6**) is to support pedestrian activity by providing pedestrian facilities within existing and new development areas, and to eliminate both physical and perceived barriers that prevent or discourage pedestrians from walking between destinations.

Pedestrian paths will primarily be developed as part of the roadway and trail systems of the City and reflect the interconnected nature of circulation and transportation in Mendota (Policies **C-3.2** – **C-3.5** and **C-3.8** – **C-3.10**). Generally, big, wide streets inhibit pedestrian circulation by increasing the distance the pedestrian must travel in order to cross the street. Pedestrians are also less inclined to use a pathway when it is located adjacent to a soundwall. The preferred solution is to orient uses and buildings close to the street to create an inviting atmosphere that promotes pedestrian circulation. Also, at-grade roadway crossings are the best, most efficient way for pedestrians to circulation throughout the community. Midblock crossings need to be

provided for longer blocks to facilitate continued, uninterrupted pedestrian movement. These preferences are outlined in this Element specifically as Goals **C-2**, **C-3** and **C-6**.

Bicycles can serve as an alternative mode of transportation in Mendota because of the relatively flat terrain and generally favorable climate. Development of a comprehensive bikeway system within the City would encourage the use of bicycles as a regular mode of transportation, which is a goal of this General Plan (Goal **C-3**). Though the FCOG has designated a bike path along SR 180 to its intersection with SR 33, proceeding north on SR 33 to the City of Firebaugh, future bike paths should be developed in accordance with the recommendations of the FCOG's future *Regional Bikeways and Trails Plan Policy*).

### Rail Facilities

Policies in this General Plan (**C-2.4** and **C-7.3**) encourage the promotion of safe rail operations that would continue to serve as an advantage to the community of Mendota.

### Airport Facilities

Policies in this General Plan (**C-7.1** and **C-7.2**) encourage the promotion of safe air operations and the preparation of an Airport Master Plan that will further the goal of a Municipal Airport that is an asset and benefit to the community of Mendota.

## GOALS AND POLICIES

The circulation goals and policies the City of Mendota are as follows and are listed subsequently with corresponding policies and actions.

**GOAL C-1** *Develop a roadway system that accommodates existing and future land uses at the City's desired level of service and provides multiple options for travel routes, while maintaining a desired level of traffic flow.*

**POLICY C-1.1** *Implement the Circulation Plan (Figure 3-3). Roadway and uses shall be categorized according to the following characteristics:*

*Arterial Streets*

- *Provide for cross-town and regional travel and carry heavy volumes of traffic, typically more than 13,000 average daily trips;*
- *Arterials are two to six lanes wide and may include a median for landscape buffering and dedicated turn lanes;*
- *Primary purpose is to connect important destinations and districts with one another; and*
- *Major arterials are spaced approximately one-mile apart.*

*Derrick Avenue, Belmont Avenue and Oller Street are examples of major arterials.*

*Collector Streets*

- *Link neighborhoods with one another;*
- Us*ually two to four lanes in width and include wide sidewalks, bicycle lanes, landscaped island medians, landscaping between the back of the curb and sidewalk and/or behind the sidewalk, along with other features that make them accessible and inviting to pedestrians;*
- *Generally, connector streets carry light to moderate traffic volumes and have speed limits in the 25 to 35 mile-per-hour range;*
- *Average daily trip count is usually less than 13,000 trips; and*

- *Connector streets are spaced approximately one-half mile apart.*

*Roads A through E, Bass Avenue, 2nd, 6th, 7th, 9th, Marie, Juanita, Quince, Divisadero Streets, McCabe, Smoot and Sorenson Avenues are all examples of connector roads.*

*Local Streets*

- *Local streets are commonly referred to as neighborhood streets;*
- *They are small in scale, generally no more than two lanes wide;*
- *Have sidewalks, landscaping, pedestrian-scale lighting and other features that make them inviting to walk along;*
- *Parking is typically provided on both sides of streets and sidewalks may be attached or detached;*
- *Speed limits on local streets usually do not exceed 25 miles per hour and traffic volumes are generally less than 5,000 average daily trips;*
- *The use of cul-de-sacs is highly discouraged; rather, streets should connect with other local roads using a "modified grid" system for improved connectivity and way finding;*
- *In non-residential areas of the City, local streets are used to connect businesses to connector and major roadways, much like they do in neighborhoods;*
- *Local streets in non-residential areas may be larger than their residential counterparts in order to facilitate the larger vehicles that may travel down them;*
- *Streets are still designed for lower speeds than connector or major roads and feature landscaping and vertical curbs; and*
- *Parking may or may not be provided on one or both sides of the street.*

**POLICY C-1.2** *Seek to maintain operations on all roadways and intersections at Level of Service C or better at all times, including peak travel times, unless maintaining this Level of Service would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service C may be accepted in these*

*cases, provided that provisions are made to improve traffic flow and/or promote non-vehicular transportation as part of a development project or a City-initiated project.*

**POLICY C-1.3** *As part of major individual roadway enhancement projects (e.g., intersection redesign, signalization of a previously un-signalized intersection), enhance and upgrade pedestrian and bicycle facilities within one-quarter mile of the project.*

**POLICY C-1.4** *Develop a circulation network of local roads, minor collectors, major collectors, minor arterials and major arterials that will meet projected traffic needs.*

**POLICY C-1.5** *Access to higher volume streets should be controlled and/or restricted to "Right In" and "Right Out" movements. This may be accomplished through the use of painted or curbed medians.*

**POLICY C-1.6** *Standards for all street and roadway improvements shall be consistent with the Circulation Element of the General Plan. Spacing of intersection improvements should be consistent with Caltrans standards (currently limited to locations ½ mile or 1 mile of adjacent signals, depending on highway classification). Actual design and improvement to ultimate standards shall be achieved through inclusion of facilities as part of the City-wide Capital Improvements Program, or by new developers as areas adjoining the designated circulation system are developed, with allowance for bicycle lanes, where planned.*

**POLICY C-1.7** *Where aesthetic, safety and emergency access considerations can be adequately addressed, allow narrower streets. Such allowances should be for projects that exhibit a high level of design or New Urbanist Planning principles.*

**POLICY C-1.8** *Avoid the construction of cul-de-sacs with new residential developments, thereby allowing for traffic flows on local streets.*

**POLICY C-1.9** *Consistent with Land Use Policy* **LU-12.2,** *the City and Caltrans shall coordinate the alignment of SR 180 west to 1-5 and, if necessary, amend the General Plan to ensure the City's Circulation and Land Use Elements identify the route alignment.*

**POLICY C-1.20** *Remove (or fix) drainage swales at intersections.*

**GOAL C-2** *Provide for the safe transport and delivery of goods in and out of the City.*

**POLICY C-2.1** *Route heavy truck traffic to designated arterial and major collector streets only and away from minor collector and local residential streets.*

**POLICY C-2.2** *The City shall maintain safe and efficient circulation routes for safety and emergency purposes. Coordinate the City's evacuation routes with state and county government plans. See also Land Use Element Policy* **LU-17.3**.

**POLICY C-2.3** *The City shall minimize hazardous encounters among all transportation modes by using special safety techniques and precautions at intersecting points. See also Safety Element Policy* **S-5.2**.

**POLICY C-2.4** *The City will work with Union Pacific Railroad to ensure that all railroad crossings are safe. See also Safety Element Policy* **S-6.1**.

**POLICY C-2.5** *The City's Circulation and Land Use Elements shall be updated, as needed, to identify any adjustments to the route alignment of SR 180.*

**GOAL C-3** *Provide a City-wide system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school and recreational use.*

**POLICY C-3.1** *Increase the City's network of bicycle paths as viable alternatives to vehicular transportation, especially for access to neighborhoods, commercial centers, schools, parks and other key activity centers.*

**POLICY C-3.2** *Explore opportunities to install bicycle and pedestrian paths that provide connections to surrounding neighborhoods, parks and open space areas.*

**POLICY C-3.3** *Emphasize use of pedestrian pathways and sidewalks as an integral part of the City's circulation system.*

**POLICY C-3.4** *Require new development to incorporate design features that make walking, cycling, and other forms of non-motorized transportation more convenient and attractive. Facilities for bicycles and pedestrians, including bike racks, should be provided within new employment areas, shopping destinations, multi-modal transportation facilities, and community facilities.*

**POLICY C-3.5** *Require bicycle and pedestrian connections to public transit systems at stops, stations, and terminals; carpool/vanpool park-and-ride lots; and activity centers (e.g., schools, community centers, medical facilities, senior residences, parks, employment centers, high-density residential areas, commercial centers).*

**POLICY C-3.6** *To increase bicycle use, the bicycle system shall consist of on-road striped bicycle lanes and off-road bicycle trails, whenever feasible (Class I and II).*

**POLICY C-3.7** *Provide greater public awareness of the City's bikeways and encourage the use bikeways through signage, logos, maps, coordination with bicycle advocacy groups, advisory committees, and special events.*

**POLICY C-3.8** *Achieve a more comfortable environment for pedestrians in all areas of the City, with particular emphasis on Downtown and major commercial thoroughfares.*

**POLICY C-3.9** *Encourage the use of on- and off-street trails and multi-use natural and man-made corridors such as creeks, canals, utility corridors and dormant rail lines for future bicycle and pedestrian trail alignments. The safety of bicyclists and pedestrians and the privacy of adjacent property owners should be top priorities in the design of such trails.*

**GOAL C-4** *Provide a transportation system that is cost effective, energy-efficient and environmentally sensitive.*

**POLICY C-4.1** *The City should strive to ensure that the air pollution generated by transportation modes does not exceed required standards. See also Open Space and Conservation Element.*

**POLICY C-4.2** *Ensure that noise emissions generated by transportation modes do not exceed acceptable noise standards in various land use areas. See also Noise Element.*

**POLICY C-4.3** *Encourage local employers to develop programs that promote ridesharing, bicycle use, and other modes of transportation that reduce the number of vehicle trips generated.*

**POLICY C-4.4** *Develop standards to screen noise sensitive land uses from heavy vehicular traffic. See also Noise Element* **P5-1.3**

**POLICY C-4.5** *Encourage the use of alternative fuel vehicles. See also Open Space and Conservation* **P4-10.16** *and* **P4-11.1.**

**GOAL C-5** *Provide public and private transportation system options to facilitate the mobility of all City residents while reducing potential traffic congestion.*

**POLICY C-5.1** *Encourage increased public transportation within the City.*

**POLICY C-5.2** *Expand available public and private transit options for Mendota residents.*

**GOAL C-6** *Develop Pedestrian-Oriented Streetscapes by encouraging Community Design Principles and standards which de-emphasize automobiles.*

**POLICY C-6.1** *Promote the design of streets and buildings that make the City's streets more attractive and inviting for pedestrians, bicyclists, and public transit users. New development should promote the use of these modes of transportation by including amenities such as sidewalks, bike lockers and bus shelters. See also Policy* **C-3.**

**POLICY C-6.2** *Encourage the placement of parking lots to the rear of businesses rather than along the street frontage so that they become a secondary feature of commercial development rather than the dominant feature. Where large surface parking lots must be provided, require screening and landscaping to improve and soften their appearance.*

**POLICY C-6.3** *Promote the concept of parking areas which are "shared" by multiple uses with different peak demand periods as a means of reducing the total amount of parking which must be provided.*

**GOAL C-7** *Accept and support other transportation modes of benefit to the City, including air and rail transit.*

**POLICY C-7.1** *The City shall promote safe air operations at the Mendota Municipal Airport through implementation of the Fresno County Airport Land Use Policy Plan. See also Safety Element Policy* **S-7.1**.

**POLICY C-7.2** *The City should prepare an Airport Master Plan to identify future needs, opportunities regarding the Mendota Municipal Airport. The Plan should identify strategies that expand its uses to benefit the community. See also the Land Use Element Policy* **LU-23.1** *and the Safety Element Policy* **S-7.2**.

**POLICY C-7.3** *Support continued heavy rail operations within the City so long as they do not impact other modes of circulation or cause a negative impact (e.g., noise, light, vibration) on adjacent land uses.*

**GOAL C-8** *Provide safe, convenient and adequate parking for land uses throughout the City.*

**POLICY C-8.1** *Require parking to meet the needs of existing and planned land uses.*

**GOAL C-9** *Fund the circulation system adequately to provide all desired services.*

**POLICY C-9.1** *Aggressively pursue State and federal funding to implement all aspects of the City's Circulation Plan.*

**POLICY C-9.2** *Require proposed new development projects to analyze their contribution to increased traffic and to implement improvements necessary to address their impact on facilities not covered by a fee program.*

**POLICY C-9.3** *Assess fees sufficient to cover the fair share portion of all new development impacts on the local and regional transportation system.*

# CHAPTER 4:
# OPEN SPACE AND CONSERVATION ELEMENT

# OPEN SPACE AND CONSERVATION ELEMENT

*The City of Mendota is defined by the open spaces which surround it and the agricultural heritage on which the City was built.*

*As the City looks forward to new urban growth and expanded economic opportunities, it recognizes the critical importance of parks, recreational facilities and passive open spaces for a healthy and prosperous community. Thus, the Open Space and Conservation Element focuses on the protection and enhancement of community resources to ensure a high quality living environment in Mendota.*

**Located in the heart of California's Central Valley, Mendota is surrounded by thousands of acres of agricultural lands and open spaces.**

**Mendota is home to three urban parks and is located three miles north of the Mendota State Wildlife Area, nearly 12,000 acres of wildlife habitat.**

**Hunting and fishing opportunities are available at the Wildlife Area and recreational opportunities for children exist at Mendota's city parks.**

## HOW THE OPEN SPACE AND CONSERVATION ELEMENT IS ORGANIZED

This element is organized as follows:

- **Introduction:** This section includes an overview of the purpose of the element, and the element's relationship to other elements in the General Plan;
- **Open Space and Conservation Setting:** This section provides background information and a description of existing resources (including parks and recreation, agriculture, soils, cultural, biological, scenic, water and air), current issues and opportunities;
- **The Future of Open Space and Conservation:** This section summarizes how the Open Space and Conservation Element addresses the future of the community; and
- **Goals and Policies:** This section outlines Mendota's open space and conservation goals and the policies used to achieve these goals.

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# OPEN SPACE AND CONSERVATION ELEMENT

## INTRODUCTION

### PURPOSE OF THE OPEN SPACE AND CONSERVATION ELEMENT

The Open Space and Conservation Element contains goals and policies to protect and maintain natural resources, prevent wasteful resource exploitation, degradation and destruction, and preserve open space lands for resource protection, public health, safety and outdoor recreation. The intent of the Open Space and Conservation Element is to protect the public interest in open-space land and to recognize it as a limited and valuable resource that should be conserved. This Element has been prepared in conformance with all mandatory requirements of State law as outlined in the Introduction Section of this General Plan.

Required topic areas within the Open Space and Conservation Element include:

- Open Space
- Parks and Recreation
- Cultural and Historic Resources
- Natural Resources

The goals and policies listed in this Open Space and Conservation Element address the protection and maintenance of natural and cultural resources, open space and recreational opportunities within the City of Mendota and its Sphere of Influence.

### RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The goals and policies of one General Plan element may also address issues that are primary subjects of other elements. This integration of issues throughout the General Plan creates a strong basis for the implementation of plans and programs and the achievement of community goals. The Open Space and Conservation Element is most directly related to the Land Use and Circulation Elements. This relationship is based upon the integral nature of land use, circulation and the topics addressed in the Open Space and Conservation Element. The future land uses outlined in the Land Use element influence which lands may be best used for open space and recreation, agriculture and natural resource use or protection. Goals and Policies contained in the Circulation element address the way people travel to open space and recreation areas, and the incorporation of open spaces into the transportation system, such as scenic highways or bicycle facilities or pedestrian streetscapes with pocket parks. Because of this connection between the elements, Open Space and Conservation Goals have been closely coordinated with the policies of the Land Use and Circulation Elements.

# OPEN SPACE AND CONSERVATION SETTING

## PARKS, RECREATION AND OPEN SPACE

Existing recreational opportunities in Mendota range from traditional active sports such as softball and soccer to passive recreation such as nature observation and simply spending time outdoors. Between these two extremes falls a range of activities enjoyed by many residents, including picnicking in parks, walking and bicycling, and playground activities.


The 1991 Mendota General Plan calculated the amount of park and recreational land based upon the combined total of developed park acreage plus 50 percent of the amount of school sites that have adjoining sports fields. This calculation indicated 26 acres of parks and recreational land available within Mendota. Recent mapping efforts have indicated a revised acreage figure of 23 acres of existing park and recreational land. Mendota's three primary parks developed for recreational use are: Veteran's Park, Lozano-Lindgren Park and Rojas-Pierce Park. A buffer along the Fresno Slough provides additional open space. Residents of Mendota also use school district athletic facilities for recreational use. The 1991 General Plan incorporated school district acreage in the calculation of park acreage. This update revises those figures to reflect only developed parkland owned by the City of Mendota.

Nearby Fresno County recreation areas include the Mendota Pool Park, fishing access along the Delta-Mendota Canal, the Mendota Wildlife Area and the Alkali Sink Ecological Reserve. Existing and proposed park and recreational lands are shown in **Figure 4-1.** A buffer of a quarter of a mile is also shown to demonstrate the distribution of parks within and around the City.

## AGRICULTURE

Mendota's economy is currently based primarily on agriculture and agricultural industries. In 2000, the U.S. Census estimated that over 40 percent of the total labor force was employed in agriculture. According to the University of California Cooperative Extension, the highest grossing crops in the City of Mendota in 2006 were grain crops such as alfalfa, wheat, barley and oats, as well as cotton, wine grapes, melons, pomegranates, sugar beets and tomatoes.

California has some of the most agriculturally productive counties in the nation. According to the 2002 Census of Agriculture's ranking of market value of agricultural

products sold, nine of the nation's top 10 producing counties are in California. In 2003, Fresno County, with $4.05 billion in agricultural value, remained the number one county in the nation followed by Tulare and Monterey. If ranked separately, the value of agricultural commodities in Fresno County would rank it ahead of more than half of all U.S. States.

## Important Farmland

The California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to continue the Important Farmland mapping efforts begun in 1975 by the NRCS. FMMP Important Farmland Maps identify five agriculture-related categories:

- Prime Farmland;
- Farmland of Statewide Importance;
- Unique Farmland;
- Farmland of Local Importance, and
- Grazing Land;

Many of the soils in the vicinity of Mendota are Class III soils, meaning there are severe limitations which reduce the choice of plants and/or require special conservation practices for agricultural production. Land to the west and south of Mendota is classified as Farmland of Statewide Importance, with areas of Farmland of Local Importance and small areas of Prime Farmland. Land to the east and northeast of Mendota is generally classified as Farmland of Local Importance. Farmland of Local Importance in Fresno County is either currently producing or has the capability of production, but does not meet the criteria of Prime Farmland, Farmland of Statewide Importance or Unique Farmland. **Figure 4-2** shows the location and type of farmland in Mendota as well as the status of lands under Williamson Act contracts.

## Williamson Act

Within Fresno County, 1,557,837 acres are under Williamson Act contract as of 2003 (California Land Conservation Act Status Report, 2004). Within the Existing Sphere of Influence, 273 acres of farmland are currently enrolled in the Williamson Act. Within the proposed Sphere of Influence, 1,456 acres are enrolled. Farmland within the SOI and under Williamson Act contract is located primarily in the southerly portion of the SOI. Most of the farmland in the northern, western and southern portions of the planning area is also under Williamson Act contract, according to the Fresno County Williamson Act Lands Map (2004).

## Drainage of Agricultural Land

In the western San Joaquin Valley, soil salinity problems and inadequate drainage have limited agricultural production for more than a century, making some lands unusable as far back as the late 1800s. Irrigation of crops with water from the San Joaquin and Kings Rivers in the 1870s and 80s led to rising water tables, increased soil salinity and removal of some land from production. Many of the soils are naturally saline and high in clay content, which restricts drainage.

The San Luis Drain was constructed by the U.S. Bureau of Reclamation as the solution to the disposal of agricultural drainwater in the San Joaquin Valley. Within the Mendota area, the San Luis Drain runs along the eastern edge of the Municipal Airport and the western edge of the wastewater treatment plant. Due to environmental concerns and budget constraints, the San Luis Drain was never completed as planned and the only constructed portion was closed in 1995 due to selenium poisoning of waterbirds in the Kesterson National Wildlife Refuge at the Drains terminus.

## Soils in the Planning Area

According to the Eastern Fresno Area Soil Survey (1971) and Fresno County, Western Part Soil Survey (2002), as depicted on the NRCS Web Soil Survey website, the majority of the planning area consists of the following soils:

- Calfax clay loam, 0 to 1 percent slopes
- Posochanet clay loam, 0 to 1 percent slopes
- Tranquillity clay, 0 to 1 percent slopes
- Tachi clay, 0 to 1 percent slopes

Calfax clay loam soil is the predominant soil found in the planning area. This soil is found throughout the urbanized area of Mendota and in areas west and southwest of the City. The Posochanet clay loam is the principal soil south of Mendota. The Tranquillity clay and Tachi clay soils are generally located to the east, between the City and the Fresno Slough.

The most notable features of the soils are the moderate to high clay compositions and variable saline conditions. The clay soils are prone to being expansive, causing shrinkage and swell. The saline-sodic conditions lead to moderate to high corrosivity to steel and concrete. All four of the soils in the Planning Area are rated as Class III. These soils have severe limitations that reduce the choice of plants and/or require special conservation practices.

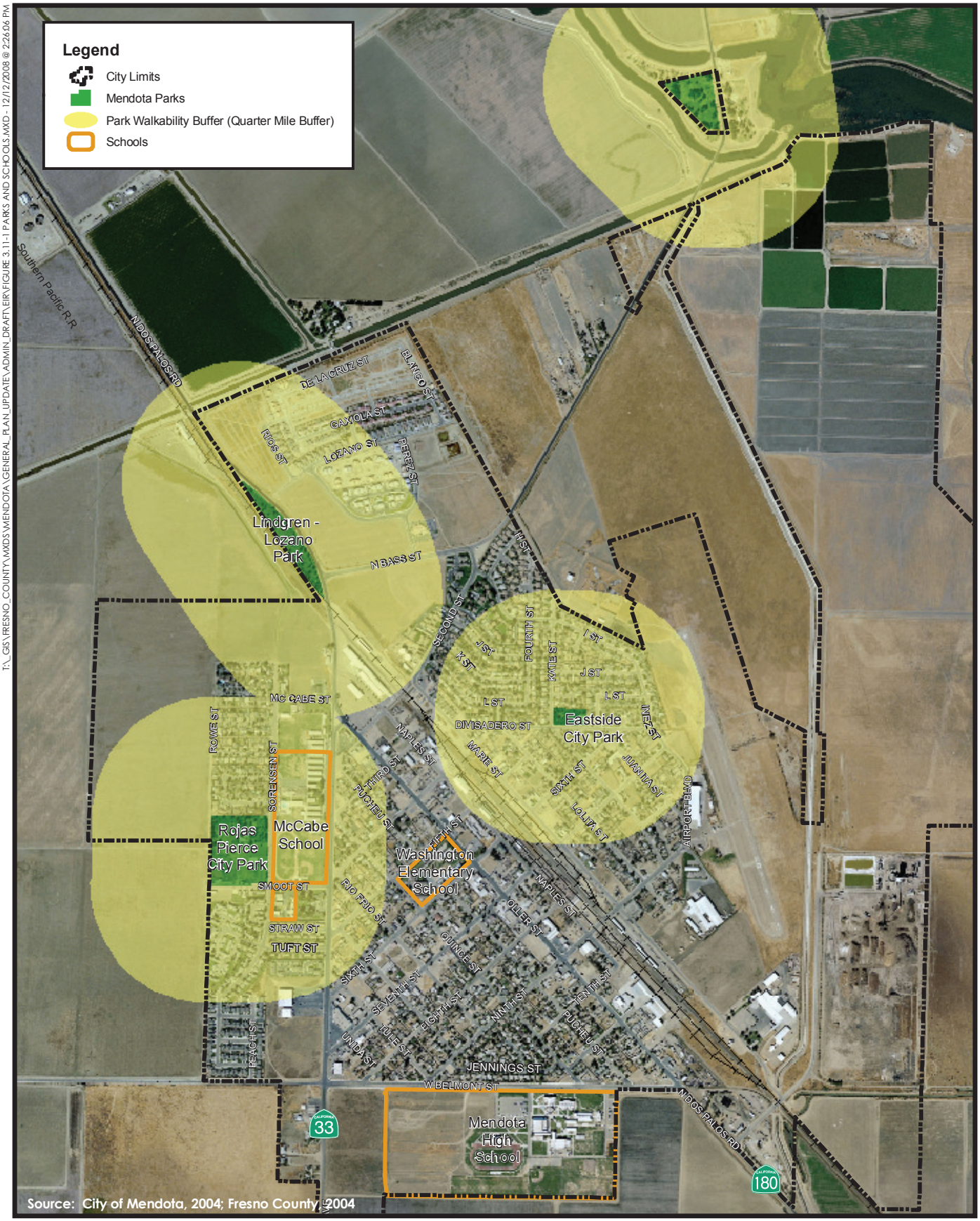


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**Figure 4-1**
Existing Parks and Schools with Walkability Buffer

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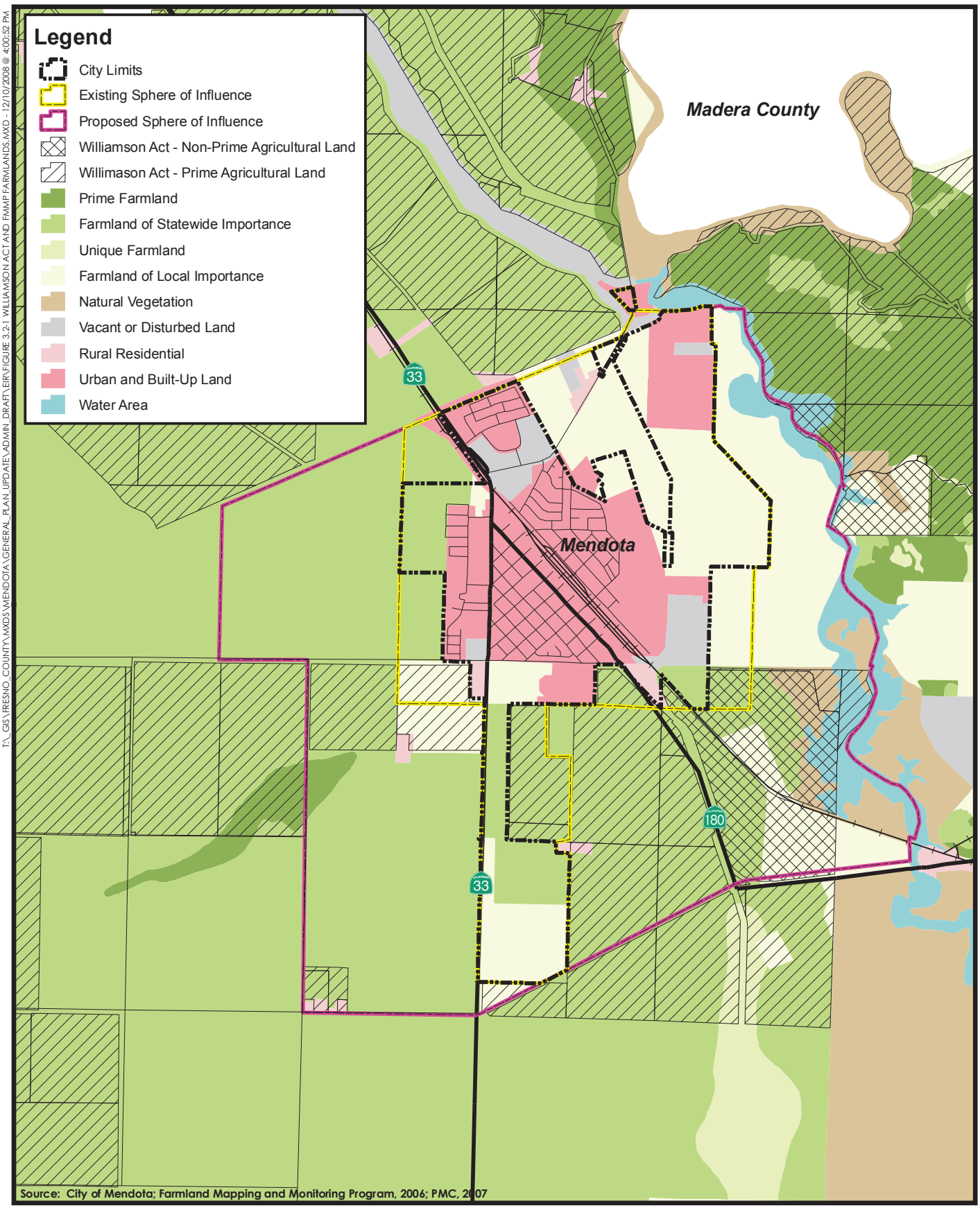


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**Figure 4-2**
Williamson Act and FMMP Farmlands

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## ARCHEOLOGICAL, HISTORIC AND CULTURAL RESOURCES

Archaeological and historical investigations for the current project identified two previously recorded historic sites, P-10-005364 the Cervantes Property and P-10-005365 the Marchini Property, in or adjacent to the project area. There are no prehistoric or historic sites within the Planning Area listed as State Historic Landmarks or California Points of Historical Interest or on the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

A search of the University of California Museum of Paleontology (UCMP) collections database did not identify any paleontological fossil resources in the project area, but there are paleontological plant resources elsewhere in Fresno County.

New development could uncover or damage previously undiscovered artifacts of cultural and/or historical importance. Additional details regarding the Cultural and Paleontological resources in Mendota may be found in the accompanying Environmental Impact Report to this General Plan.

## BIOLOGICAL RESOURCES

### Regional Setting

The predominant landscape feature of the San Joaquin Valley (Valley) is a wide variety of agricultural croplands. The productivity of the Valley is made possible through irrigation water supplied by a network of delivery canals and reservoirs. In recent years the Valley has experienced tremendous urban growth, which has created additional pressures on dwindling habitat resources (USGS 2003).

Despite its urban and agricultural development, the Valley serves as a major migration corridor and wintering ground for millions of migratory birds in the Pacific Flyway, a major north-south route of travel for migratory birds in the Americas, extending from Alaska to Patagonia. Every year, migratory birds travel some or all of this distance both in spring and in fall, following food sources, heading to breeding grounds, or traveling to over-wintering sites. Mendota is adjacent to an extensive network of waterways and wetlands including the San Joaquin River, Fresno Slough, and several man-made canals a system which serve as refuges, or rest stops, for the many species birds on their way to and from breeding and wintering grounds along the Flyway. This wetland and waterway

complex also serves as a migratory corridor for numerous resident terrestrial and avian species.

The Valley also supports numerous species and unique biotic communities (USGS 2003). Habitat within this region is important for the protection of several sensitive species and comprises an extensive network of public lands. The San Joaquin Valley includes the following USFWS lands: San Luis National Wildlife Refuge (NWR) complex (San Luis, Kesterson, Fresno, and San Joaquin River NWRs), the Grasslands Wildlife Management Area, and the Kern and Pixley NWRs, which comprise a portion of the Kern NWR complex.

Small parcels of Bureau of Land Management (BLM) land are scattered throughout the Valley. The Alkali Sink Ecological Preserve is located approximately two miles to the southwest of the proposed SOI along West Whitesbridge Road (State Route 180). The Mendota Wildlife Area is managed by CDFG immediately to the southwest of the proposed SOI. Mendota Wildlife Area is 11,825 acres of wetland and upland habitats critical to many species. There are more than l65 species and sub-species known to occur or reside within the area, including shorebirds, songbirds, raptors, waterfowl and wading birds (Hiddleston 2001). Mammals commonly found on the area include coyote, muskrat, American beaver, mink, raccoon, long-tailed weasel, rabbit, skunk and squirrel. Western rattlesnake is also found here. Common fish species include black crappie, bluegill and common carp (Huddleston 2001).

As of 2008, there is no Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) within the Planning Area. Nevertheless, the General Plan's proposed SOI is located within the coverage area of The Recovery Plan for Upland Species of the San Joaquin Valley, California (Recovery Plan; USFWS1998). The primary objective of this Recovery Plan is the recovery of 11 endangered and threatened species, along with protection and long-term conservation of candidate species and species of special concern. The species covered in the Recovery Plan inhabit grasslands and scrublands of the San Joaquin Valley, adjacent foothills, and small valleys. Species covered within the Recovery Plan are classified as Species of Local Concern (SLC) as discussed under the Special-status Species section. The Recovery Plan does identify the area within and surrounding the proposed SOI as having regional biological significance for the species covered within the plan. The proposed SOI is near or within areas proposed for reserves where connectivity and linkages should be promoted.

## Biological Setting

Elevation in the proposed Planning Area averages 175 feet above mean sea level. The region enjoys a temperate Mediterranean climate, consisting of warm dry days and cool nights in the summer. Winter is usually mild; temperatures in the area can be below freezing and produce frost however, snow is very rare. Summer temperatures above 100 degrees Fahrenheit are part of the normal pattern. Most of the rainfall occurs between October and April. The average annual rainfall amount for the City of Mendota is 13.4 inches (WeatherReports.com 2006). Summer and fall months are typically dry.

Historically, the natural vegetation within the vicinity of the City of Mendota was characterized by vast stretches of savanna traversed by the riparian stands of the San Joaquin River and its tributaries. The range of natural vegetation communities has been significantly reduced from historic levels as a result of conversion of these lands to urban and agricultural uses. Only scant disturbed remnants of these natural communities remain within the proposed SOI. Agricultural and urban development has nearly eliminated most historic natural communities.

Row crops dominate the agricultural land uses within the proposed SOI, with few orchards. Although agricultural lands within the proposed SOI can provide a source of food, water, and shelter to both native and introduced wildlife species, the lack of hedgerows, shelter-belts, wind breaks, and natural vegetation buffers severely limits their habitat value. In addition, agricultural practices such as herbicide and pesticide application, monoculture cropping, and intensive tillage further reduces the habitat value of these lands. With the exception of the wetland/riverine corridor provided by Fresno Slough, the proposed SOI is almost entirely developed with urban or agricultural uses with some parcels of annual grassland throughout. **Figures 4-3** and **4-4** show Recorded Occurrences of Special Status Species within five miles of the Proposed Sphere of Influence and Vegetation Types within the Proposed Sphere of Influence.

The wetland/riverine corridor varies in width from 80 to 1,310 meters (250 to 4,300 feet) and borders the western boundary of the proposed SOI. This area is part of the Pacific Flyway. Migratory birds regularly use the Mendota Wildlife Area and surrounding area as year-round or seasonal habitat (Huddleston 2001). Many species present within the proposed SOI include native and introduced wildlife species that are tolerant of human activities and often thrive in developed habitats. The cropland and fallow fields within and surrounding the proposed SOI contain suitable foraging habitat for raptors and other species.

## SCENIC RESOURCES

The average elevation of the City of Mendota is approximately 175 feet above mean sea level, with the terrain sloping gently from the southwest to the northeast. The terrain is mostly flat and level with no significant hills or topographic features. Views from the City are generally limited due to the level topography of the region. The Coast Ranges are frequently visible to the west and on clear days, the Sierra Nevada Mountains can be seen. The City currently has no designated scenic corridors, protected vistas or policies regulating development in scenic areas.

## WATER QUALITY

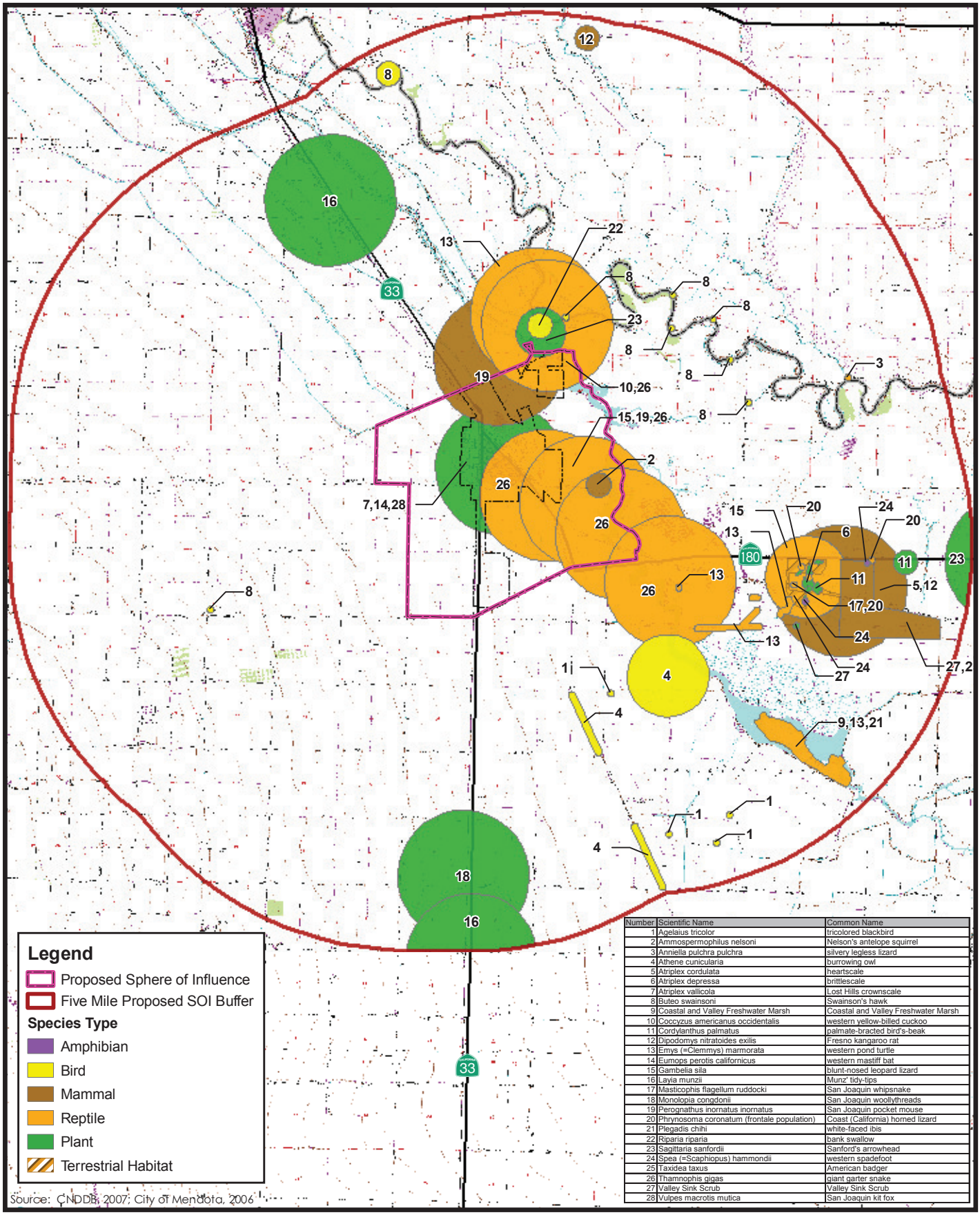
The City of Mendota has three primary municipal wells and two back up wells. Water quality from Mendota's three primary wells meets all Title 22 requirements after treatment. Water quality from the two back up wells does not, however, in that there is a large amount of Iron and Manganese. However, this is only an aesthetic problem and does not pose a health risk. Each well pumps to an Iron and Manganese removal plant rated for 3000 GPM. There are currently two storage tanks for 1 MG each which provide 1.75 MG of usable water storage. Peak day demand is 3.0 MGD and daily average demand ranges from 0.85 MGD to 2.5 MGD. Total annual production is 525 MG.

## AIR QUALITY CHARACTERISTICS

The City of Mendota is located within the San Joaquin Valley Air Basin (SJVAB), which is defined by the Sierra Nevada on the east, the Coast Ranges on the west and the Tehachapi mountains on the south. It is approximately 250 miles long and, on average, 35 miles wide. The SJVAB is basically flat with a gentle downward slope to the northwest. The Mountain ranges to the west, south and east serve to drop pollutants into the area by the prevailing north wind, resulting in poor air quality.

### Air Pollutants of Concern and Health Effects

The pollution potential of the San Joaquin Valley is very high. Surrounding mountains, in conjunction with temperature inversions, frequently restrict lateral and vertical dilution of pollutants. Abundant sunshine and warm temperatures in summer are ideal conditions for the formation of photochemical oxidant, and the San Joaquin Valley frequently experiences photochemical pollution.




| Number | Scientific Name | Common Name |
|---|---|---|
| 1 | Agelaius tricolor | tricolored blackbird |
| 2 | Ammospermophilus nelsoni | Nelson's antelope squirrel |
| 3 | Anniella pulchra pulchra | silvery legless lizard |
| 4 | Athene cunicularia | burrowing owl |
| 5 | Atriplex cordulata | heartscale |
| 6 | Atriplex depressa | brittlescale |
| 7 | Atriplex vallicola | Lost Hills crownscale |
| 8 | Buteo swainsoni | Swainson's hawk |
| 9 | Coastal and Valley Freshwater Marsh | Coastal and Valley Freshwater Marsh |
| 10 | Coccyzus americanus occidentalis | western yellow-billed cuckoo |
| 11 | Cordylanthus palmatus | palmate-bracted bird's-beak |
| 12 | Dipodomys nitratoides exilis | Fresno kangaroo rat |
| 13 | Emys (=Clemmys) marmorata | western pond turtle |
| 14 | Eumops perotis californicus | western mastiff bat |
| 15 | Gambelia sila | blunt-nosed leopard lizard |
| 16 | Layia munzii | Munz' tidy-tips |
| 17 | Masticophis flagellum ruddocki | San Joaquin whipsnake |
| 18 | Monolopia congdonii | San Joaquin woollythreads |
| 19 | Perognathus inornatus inornatus | San Joaquin pocket mouse |
| 20 | Phrynosoma coronatum (frontale population) | Coast (California) horned lizard |
| 21 | Plegadis chihi | white-faced ibis |
| 22 | Riparia riparia | bank swallow |
| 23 | Sagittaria sanfordii | Sanford's arrowhead |
| 24 | Spea (=Scaphiopus) hammondii | western spadefoot |
| 25 | Taxidea taxus | American badger |
| 26 | Thamnophis gigas | giant garter snake |
| 27 | Valley Sink Scrub | Valley Sink Scrub |
| 28 | Vulpes macrotis mutica | San Joaquin kit fox |

**Figure 4-3**
Recorded Occurrences of Special Status Species within 5 miles of the Proposed Sphere of Influence

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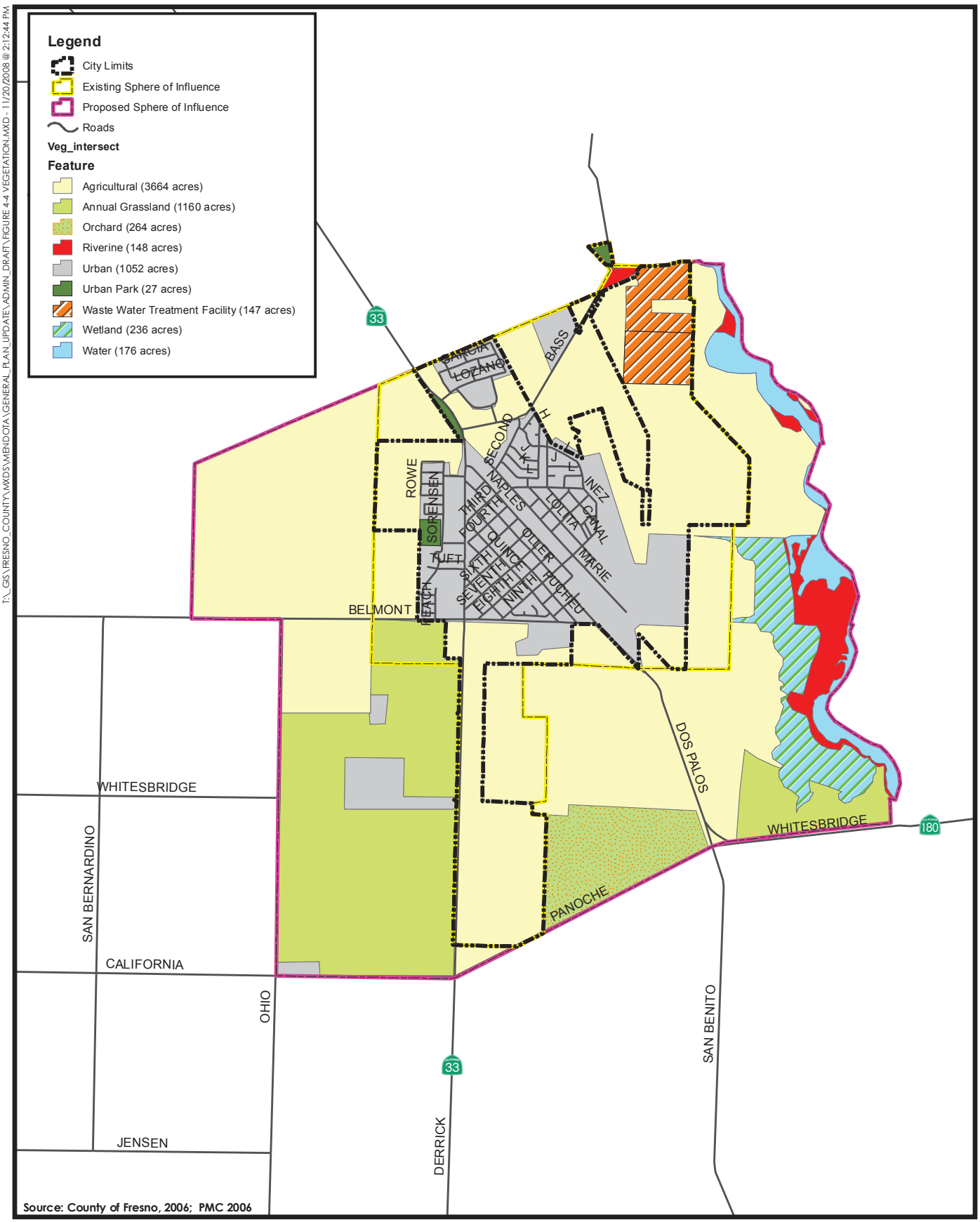


**Figure 4-4**
Vegetation Types within the
Proposed Sphere of Influence

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Primary air quality issues in the SJVAB are ozone and particulate matter (dust). Carbon monoxide has been a problem in the past in the larger cities such as Fresno, Bakersfield, Modesto and Stockton. Ozone is a strong irritant attacking the respiratory system, leading to the damage of lung tissue. Asthma, bronchitis and other respiratory ailments as well as cardiovascular diseases are aggravated by exposure to ozone.

Suspended particulate matter consists of solid and liquid particles small enough to remain suspended in the atmosphere indefinitely. The major components of suspended particulate are dust particles, nitrates and sulfates. A portion of suspended particulate is directly emitted to the atmosphere as a by-product of combustion, wind erosion of soil and unpaved road travel. Small particles are also created in the atmosphere through chemical reactions.

### Ambient Air Quality Standards and Attainment Status

The SJVAB is currently designated as a nonattainment area with respect to the state PM10 as well as state and national 1-hour ozone standards and the national 8-hour ozone standard. In addition, the SJVAB was most recently designated nonattainment for the state PM2.5 standard. The national standard for PM10 was not exceeded during the past three years.

Due to the continuing air pollution problem in the SJVAB, the State Legislature added Section 65302.1 to the California Government Code in 2003. This section requires cities and counties in the San Joaquin Valley to amend appropriate elements of general plans to include data, analysis, comprehensive goals, policies and feasible implementation strategies to improve air quality.

### Greenhouse Gases and Climate Change

Over the past several decades the Earth's average temperature has been rising. The main cause of this "global warming" is the increase in certain gases in the Earth's atmosphere called atmospheric greenhouse gases (GHGs). GHGs play a critical role in the Earth's radiation budget by trapping infrared radiation emitted from the Earth's surface, which could have otherwise escaped to space. This phenomenon, known as the "Greenhouse Effect," keeps the Earth's atmosphere near the surface warmer than it would be otherwise.

Human activities associated with industrial/manufacturing, utilities, transportation, residential and agricultural sectors have been attributed to an increase in the GHGs. These activities are common in the SJVAB.

Global warming could have serious consequences locally within several decades unless emissions are significantly reduced including: sea level rise, spread of certain diseases, impact on agricultural production, impact on water supply, reduction of the sustainability of ecosystems, increased strength and frequency of storms, extreme heat events, air pollution episodes, and the consequence of these effects on the economy. Local impacts include a reduction in the state's water supply, increased air pollution creation by higher temperatures, harm to agriculture, an increase in wildfires, and economic losses caused by higher food, water energy and insurance prices.

Faced with these facts, California's governor signed into law Assembly Bill 32, the "Global Warming Solutions Act of 2006," which commits the State to reduce emissions to 1990 levels by 2020 by enforcing a statewide cap on emissions.

SB 375, passed in 2008, builds on the existing regional transportation planning process (which is overseen by local elected officials with land use responsibilities) to connect the reduction of greenhouse gas (GHG) emissions from cars and light trucks to land use and transportation policy. In order to reach the greenhouse gas reduction goals set out in AB 32, the Global Warming Solutions Act of 2006, SB 375 provides emissions-reduction goals around which regions can plan - integrating transportation, housing, and land use planning activities and providing incentives for local governments and developers to adopt smart growth

With the passage of AB 32 and SB 32, attention has been focused on not only the consequence of global warming, but also on the responsibility local governments must take reduce its causes and impact.

## THE FUTURE OF OPEN SPACE AND CONSERVATION

### Parks, Recreation and Open Space

The availability and accessibility of parks, recreational facilities, and open space for varied forms of recreation are key components in maintaining the quality of life within Mendota. This Element provides a policy level foundation for maintaining existing and creating additional parks, open space, recreation facilities and programs for Mendota residents. The City will also pursue various strategies and funding sources to achieve this goal. Funding for parks, recreational facilities, and open space for varied forms of recreation may come from local, state, and federal grants; and developer dedications.

In order to ensure that there are ample parks for Mendota's existing and future residents, Mendota has adopted a standard that requires the construction and

maintenance of five acres of parks per 1,000 residents to be distributed throughout the City. There are and will be at least the following types of parks:

- **Neighborhood Park:** A neighborhood park is a small park for informal recreational activities. Neighborhood parks shall be located within walking or biking distance of residents and provide basic recreational opportunities such as grass, trees, benches, playgrounds and picnic tables. Neighborhood parks shall be between one and three acres in size.
- **Community Park:** A community park provides active and passive recreational opportunities for large and more diverse user groups. Community parks serve residents within walking, biking and driving distances. Community parks shall be between three and fifteen acres in size.
- **Regional Park**: A regional park provides a focal point and gathering place for the wider Mendota community. Regional parks provide opportunities for organized sports, community activities, and passive recreation space. Due to their size, regional parks require parking and restroom facilities. Regional parks shall be between fifteen and one-hundred acres in size.

Overlapping with the policies of providing land for parks are policies that relate to the provision of open space in general. Open space is defined as land designated for various open space purposes, including land needed to ensure recreation opportunities, land needed to ensure the preservation of natural resources, land needed to ensure public health and safety, and land needed to ensure the managed production of resources. Mendota has incorporated this definition of open space, tailored it to its physical geography, and has consequently designated the following open space types, as indicated in the General Plan Land Use Diagram:

- **Recreational:** Recreational open space is designated for both the preservation of natural resources and for recreational uses. Recreational open space is considered parkland. Recreational open space provides opportunities for nature based recreation, such as bird watching and environmental education and may include wetlands, wildlife habitat and stream or creek corridors. Recreational open space may take the form of one large parcel or many small parcels forming a greenbelt or linear park which may also serve as a wildlife corridor. Recreational open space acreage may vary. Acreage designated as recreational open space will be counted towards meeting the standard that requires the construction and maintenance of five acres of parks per 1,000 residents to be distributed throughout the City.

- **Agricultural:** Agricultural open space is permanent open space designated for agricultural use.
- **Multi-Use/Open Space:** Multi-use open space is designated for both the preservation of natural resources and for recreation. It is primarily intended to accommodate special use facilities such as batting cages, golf ranges and golf courses. Acreage designated as multi-use open space will not be counted towards meeting the standard that requires the construction and maintenance of five acres of parks per 1,000 residents to be distributed throughout the City.
- **Buffer:** Buffer open space is permanent open space designated to prevent nuisance issues that can arise when two incompatible land uses are located immediately adjacent to one another. Buffers are also designated to provide connections between residential neighborhoods and other land use types. In numerous instances, the buffers will include walls, fencing and landscaping for the purposes of aesthetics at main entrance corridors into the City. Lastly, buffers are also designated for the protection of public health and safety and the preservation of natural resources (e.g. land designated as a buffer along the Fresno Slough). Buffer open space will not be counted towards meeting the standard that requires the construction and maintenance of five acres of parks per 1,000 residents to be distributed throughout the City.

There are 23 acres of existing parks within the existing Mendota City Limits (23 acres designated as Recreational Open Space in the current General Plan Land Use Map). Land designated as Buffer Open Space (5.25 acres) and Multi-Use Open Space (0.035 acres) within the existing Mendota City Limits are not currently considered/included in the calculations of existing park acreages. With 23 acres provided and a 2008 population of 9,788 residents within the existing Mendota City Limits, there is a shortfall of approximately 25.94 acres if park acreages were provided at the standard of five acres of parks per 1,000 residents.

Using the standards established by this element as a benchmark, Mendota currently has a significant deficiency of park and open space acreage, shown in **Table 4-1** on the following page.

TABLE 4-1: PARK AND OPEN SPACE ACREAGE WITHIN EXISTING CITY LIMITS

| Within Existing City Limits | Type of Acreage | Number of Acres Existing | Existing Park Acreage Deficiency |
|---|---|---|---|
| | Existing Parks/Recreational Open Space | 23 | 25.94 acres |
| | Existing Buffer Open Space | 5.25 | Not included in calculation |
| | Existing Multi-Use Open Space | 0.35 | Not included in calculation |

With a significant portion of the land area within the existing Mendota city limits having already been developed, the opportunities to provide additional park acreage within the Mendota city limits is somewhat curtailed. However, every attempt will be made by the City of Mendota to implement the policy that park acreage of different types will be well-distributed throughout Mendota and its Sphere of Influence.

Acreage deficiencies may be overcome in the future with a portion of the acreage identified as subject to a Future Development Overlay on the Land Use Diagram set aside for parks and open space. As required by Policy **OSC-2.4**, ten percent of the Future Development Overlay area should be set aside for park or open space use. This policy will ensure that new development at the Specific Plan level will include adequate park, recreation and open space facilities. The Future Development Overlay area currently contains 1,233 acres. Reserving ten percent of this acreage for parks, recreation and open space would provide an additional 123 acres for Mendota's residents. As currently outlined in the proposed General Plan, only 41 acres are designated as park.

Due to limitations on the amount of acreage remaining in open space with the potential for park development within the city limits, it is also assumed that proposed park, recreation and open space facilities may be located outside of the City Limits, but within the SOI.

This Element also calls for the development of a Parks, Recreation and Open Space Master Plan. The Master Plan will provide recommendations for short-term improvements, as well as standards for planning future parks and recreation facilities. During the preparation of this new Master Plan, the community should provide input, make recommendations, and help to establish park and recreation priorities. Once completed, this element should be updated accordingly to provide the detailed implementation programs needed to expand local public recreational opportunities in conformance with the findings of the study.

## Agriculture

Mendota's agricultural heritage greatly contributes to the rural character of the City and serves as the foundation for the local economy. Agricultural land in the vicinity of Mendota should be preserved to maintain the rural character of Mendota, as well as the viability of the agricultural economy. However, the conversion of non-productive, non-prime agricultural lands for compact urban development adjacent to the existing City of Mendota may be appropriate in some instances due to the soil composition. In recent years, a significant amount of land has been retired from agriculture and converted to urban uses, with such as the development of a federal prison at Mendota, as well as the development of workforce housing.

The viability of some agricultural land in Mendota is threatened by issues surrounding drainage of agricultural land. For this reason, land which is retired from intensive irrigation and cultivation should be considered for open space or parkland and other recreational facilities that may serve as a buffer between active agricultural uses and urban development.

## Archaeological, Historic and other Cultural Resources

There are only two sites within the Plan area which are recorded historic sites: the Cervantes Property and the Marchini Property. These sites should be protected through adequate review of proposed development and through additional conservation efforts focused on Mendota's archeological, historic and cultural resources.

## Biological Resources and Agricultural Land

Agricultural lands in the proposed SOI can be divided into two categories: cropland and orchard. There is a total of 2,202 acres of agricultural land (currently in use as cropland or orchard) within the proposed SOI. Agricultural lands generally occur in areas that once supported productive and diverse biological communities. The conversion of native vegetation to agricultural lands has greatly reduced the wildlife species diversity and habitat value. However, some common and agricultural "pest" species forage in these habitats, and cultivated vegetation can provide benefits such as cover, shade, and moisture for these and other species during hot summer months. Typical species found in agricultural lands include red-tailed hawk, barn owl, American crow, Brewer's blackbird, house finch, California ground squirrel and western harvest mouse.

There are also irrigation ditches and detention basins within agricultural lands. They are highly modified channels that vary in species composition and persistence of water.

Because these irrigation ditches and detention basins may be potentially jurisdictional waters, project activities could possibly be regulated by the United States Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act.

Irrigation channels located adjacent to agricultural lands provide water, cover, and foraging habitat for wildlife in adjacent habitats. Aquatic species may include mosquito fish. Bullfrogs may also occur within the irrigation channels. Common garter snake may utilize these areas for foraging as well. The potential for the federally listed giant garter snake exists.

### Cropland

Cropland generally provides less suitable habitat for wildlife because of weed control, tilling, and insect control practices. Numerous bird species will forage in croplands. Migratory species that may forage in agricultural fields during their migrations through the region include American, Say's phoebe, horned lark, and various shorebirds, swallows and sparrows. Amphibians and reptiles may disperse across croplands on a seasonal basis, and common species, such as western toad, western fence lizard and Pacific gopher snake, may occasionally forage within croplands. Many small herbivorous mammals, particularly rodents, hares and rabbits, are able to establish seasonal populations in croplands because food is abundant and cover provided by crops is adequate. Tilling, flood irrigation, and rodent control tend to reduce these populations. Small herbivores expected to occur in croplands include gopher, ground squirrel, western harvest mouse, deer mouse, vole, rat and house mouse. Carnivores and omnivores expected to forage in croplands include broad-footed mole, coyote, raccoon and striped skunk. Bats also utilize croplands for foraging during late spring, summer, and early fall.

Several red-tailed hawks of various ages, several Northern harriers, and several American kestrels as well as one prairie falcon have been observed within the bare ground cropland. In addition, one white-tailed kite was observed adjacent to the marshland within the proposed SOI.

### Orchard

Few orchards are located in the southeastern portion of the proposed SOI consisting of 264 acres. Orchards within the proposed SOI are planted with pistachios with an understory mostly consisting of bare ground, with some non-native grasses and forbs such as Johnson grass, field mustard and filarees. Orchards do not provide suitable habitat to foraging raptors, however they may provide sufficient cover for numerous bird species, reptiles and many small herbivorous mammals.

Development of the undisturbed (un-farmed) areas within and surrounding Mendota could result in the incremental loss of valuable habitat for native plants and animals. Portions of the City's planning area may contain habitat for special status plant and animal species. As the City contemplates outward expansion, these resources should be identified and preserved, where feasible. This can be accomplished in a variety of ways, including, but not limited to, preparing site-specific analyses of proposed development sites and limiting development.

## SPECIAL STATUS SPECIES

Special-status species were considered based on field survey results, a review of the CNDDB, USFWS and CNPS literature as well as species within *The Recovery Plan for Upland Species of the San Joaquin Valley (USFWS 1998).* An explanation of the likelihood of presence within the proposed SOI is outlined below.

- **High:** Species known to occur in or near the proposed SOI (based on CNDDB records within 5 miles, and/or based on professional expertise specific to the proposed SOI or species) and there is suitable habitat within the proposed SOI.
- **Moderate**: Species known to occur in the vicinity of the proposed SOI (based on CNDDB records within 5 miles) and there is marginal habitat within the proposed SOI – OR - Species are not known to occur in the vicinity of the proposed SOI, however there is suitable habitat onsite.
- **Low:** Species not known to occur in the vicinity of the proposed SOI, and there is marginal/lacking habitat or microhabitat within the proposed SOI – OR - Species are no longer known to occur in the vicinity of the proposed SOI, and site lacks suitable habitat.
- **None:** Species are not known to occur on or in the vicinity of the proposed SOI and there is no suitable habitat for the species within the proposed SOI – OR - Species were surveyed for during the appropriate season with negative results for the species occurrence within the proposed SOI.

Range and habitat information for the special-status wildlife and plant species below was obtained from the CWHR program version 8 (CDFG 2002) and the CNDDB database. A list of Special Status Species and their potential to occur within the proposed SOI is contained in the Biological Resources section of the Mendota General Plan EIR.

## SCENIC RESOURCES

Views from the City and within the City are a valuable resource that many communities, including Mendota, feels should be preserved. This may be accomplished through the identification of areas of scenic interest such as those providing views of the Sierra Nevada and Coast Ranges.

## WATER QUALITY

Further development of Mendota can threaten water quality, unless measures are taken to ensure a clean water supply through protection of water resources. The City can take steps to ensure that water quality is maintained, through protection of groundwater and surface water quality and through appropriate wastewater treatment practices.

## AIR QUALITY AND CLIMATE CHANGE (GLOBAL WARMING)

Continued development of the City will contribute to the incremental area-wide deterioration of air quality. The increase in population and the level of additional development anticipated by the General Plan will increase the volume of vehicle traffic on local roads, with a corresponding increase in emissions. The increase in emissions associated with buildout of the General Plan could hinder efforts to achieve federal and State air quality standards. This will be due in part to a short-term increase of construction emissions and a long-term increase of vehicular and other emissions, such as wood-burning stoves, gas-fired appliances, landscape maintenance equipment and consumer products.

However, the City of Mendota can counteract the decrease in air quality using a variety of methods, including the development of pedestrian and bicycle friendly environment, thus reducing the dependence of Mendota's residents on vehicular transportation, encouraging residents to transition from the use of wood burning devices to gas-fired stoves, encouraging the use of energy efficient materials and building techniques, and encouraging technological infrastructure that supports the reduction of dependence on the automobile through reduced commute and utilitarian vehicle trips.

The City can also plan for the control of odorous emissions by requiring that odor impact analysis be conducted when evaluating new development applications. Future development in Mendota should be sited so as to prevent air pollution and odor point sources from being located too close to residential development or other sensitive receptors.

Although the State has not yet mandated specific regulations for the implementation of AB 32 or SB 375, by local governments, it is clear that long range plans should consider ways to reduce GHG emissions, counteract effects of global warming and protect against adverse effects. Policies that effectively do this include those that promote resource (including water, agriculture and natural habitat) and energy efficiency and encourage the development of renewable resources and energy.

## Energy Conservation

In today's environment, where conventional energy resources are increasingly constrained and their use is causing unintended adverse impacts, the need for local energy planning is evident. The City of Mendota can take steps to encourage and plan for energy conservation, thus maintaining or improving the quality of life enjoyed by residents. Energy conservation efforts can include encouragement programs for alternative transportation, green building, recycling programs and renewable energy.

# GOALS AND POLICIES

## PARKS, RECREATION AND OPEN SPACE

**GOAL OSC-1** *Open space areas are preserved.*

**POLICY OSC-1.1** *Utilize General Plan land use designations to protect agricultural resources and other forms of managed resource production, biological and other natural resources such as areas necessary for habitat and the protection of water quality, avoidance of hazardous areas for public safety, and areas for outdoor recreation. Please see the Land Use Element for additional information.*

**ACTION OSC-1.1.1** *Ensure that agricultural and other natural resources are zoned appropriately through timely evaluation and updating of zoning codes.*

**POLICY OSC-1.2** *Utilize all applicable tools to preserve open space, such as acquisition, lease, dedication, easements, donations or tax incentive programs.*

**ACTION OSC-1.2.1** *Develop a Parks, Recreation and Open Space Master Plan which identifies appropriate preservation methods and funding sources.*

**POLICY OSC-1.3** *Pursue public and private funding and financing for land acquisition, facility development, and long-term maintenance and stewardship of open space.*

**ACTION OSC-1.3.1** *Identify and partner with non-profit and other private sector organizations to enhance funding for open space preservation and stewardship.*

**ACTION OSC-1.3.2** *Develop a Parks, Recreation and Open Space Master Plan which identifies appropriate preservation methods and funding sources.*

**GOAL OSC-2** *A system of parks, recreational facilities and public open space areas to meet the existing and future recreational needs of the community.*

**POLICY OSC-2.1** *The City shall maintain a standard of 5.0 acres of developed parkland per 1,000 residents. See also the above Policy* **OSC-1.3**.

**ACTION OSC-2.1.1** *Develop a Parks, Recreation and Open Space Master Plan which provides level of service standards.*

**ACTION OSC-2.1.2** *Regularly evaluate and update impact fees for City parkland to ensure a balance between adequate funding for parks and viable development projects.*

**POLICY OSC-2.2** *Parkland should be distributed throughout residential areas within the City with all residences within .5 miles of a neighborhood park.*

**ACTION OSC-2.2.1** *Develop a Parks, Recreation and Open Space Master Plan which contains a geographic needs analysis identifying areas with limited access to parks and which identifies potential solutions to meeting the geographic demand for parks.*

**POLICY OSC-2.3** *The City shall reserve and promote open space and recreational areas of varying scales and uses in Mendota. The provision of private and common open space shall be required for multi-family residential development projects.*

**ACTION OSC-2.3.1** *Require the provision of public and private open space as a condition of development approval during the development approval process for multi-family residential development projects.*

**POLICY OSC-2.4** *The City shall reserve and promote parkland, open space and recreational areas in areas of the City which are identified as under Future Development Overlay Zones, and encourage developers to provide dedication at a rate higher than that required by* **OSC-2.1.**

**ACTION OSC-2.4.1** *Encourage the identification of parkland, open space and recreational areas in Future Development Overlay Zones, at a rate that exceeds the standard requirement put forward by* **OSC-2.1**. *during the development review process.*

**POLICY OSC-2.5** *Provide adequate park space and recreational facilities in Mendota to serve the needs of all households in the community through the dedication of land as part of residential development proposals or through the assessment of appropriate impact fees. See also Policy* **OSC-1.1** *and* **OSC-1.2**.

**ACTION OSC-2.5.1** *Require the provision of park and recreation facilities as a condition of development approval during the development approval process for residential development proposals. When provision of facilities is not appropriate to the proposal, assess the appropriate impact fees.*

**POLICY OSC-2.6** *Develop and implement a Park, Recreation and Open Space Master Plan, including plans for the expansion of existing park facilities to meet the City's 5.0 developed acres per 1000 residents standard.*

**ACTION OSC-2.6.1** *Identify a strategy for the development of a Parks, Recreation and Open Space Master Plan.*

**POLICY OSC-2.7** *Include performance measures in the Parks, Recreation and Open Space Master Plan to encourage timely implementation of the Plan.*

**ACTION OSC-2.7.1** *Regularly assess and update the Park, Recreation and Open Space Master Plan to respond to the demand for park and recreation programs.*

**ACTION OSC-2.7.2** *Regularly perform an assessment of needs as part of the Park, Recreation and Open Space Master Plan update process to identify changing demand for parks and recreation programs.*

**POLICY OSC-2.8** *Ensure that the Park, Recreation and Open Space Master Plan includes a financing strategy for long-term maintenance.*

**ACTION OSC-2.8.1** *Develop a Parks, Recreation and Open Space Master Plan which identifies potential funding sources, partners, and strategies to provide the resources for continued maintenance and stewardship.*

**POLICY OSC-2.9** *The City shall consider the needs of all residents, including those with special needs, such as the physically disabled and the elderly, in planning recreational programs and activities.*

**ACTION OSC-2.9.1** *Provide clear standards for universally accessible facilities and programs Parks, Recreation and Open Space Master Plan.*

**POLICY OSC-2.10** *Encourage new development to incorporate trails, bicycle paths, pedestrian crosswalks and active and passive open space into site design.*

**ACTION OSC-2.10.1** *As part of the development review process, ensure that the needs of non-motorized transportation users are met and detailed in the circulation plan for all new development proposals.*

**POLICY OSC-2.11** *When feasible, the City encourages the incorporation of ponding basins into the design of parks that are ten or more acres in size in order for the ponding basins to retain stormwater and address water quality issues. The ponding basins can be designed to accommodate recreational uses, such as soccer and baseball fields. However, the design of the ponding basins should address public health and safety.*

**ACTION OSC-2.11.1** *Work with public agency partners to identify and implement opportunities for development of recreational facilities at ponding basins.*

**POLICY OSC-2.12** *Work with the school district to create opportunities for joint use of school facilities, including schools and playfields, as neighborhood gathering places and activity centers during after-school hours and on weekends. Opportunities must address design, access, safety, program, and maintenance issues.*

**ACTION OSC-2.12.1** *Develop and execute Memorandums of Understanding with school districts to formalize agreements to allow public access to school recreational facilities and open space lands during after school and weekend hours.*

**GOAL OSC-3** *Design and maintain parks, recreational facilities, and public open spaces as aesthetically-pleasing community focal points and gathering areas.*

**POLICY OSC-3.1** *Ensure parks, recreational facilities, and open spaces are inviting.*

**ACTION OSC-3.1.1** *Develop a Parks, Recreation and Open Space Master Plan which includes design guidelines which contain provisions for the aesthetics of parks, recreational facilities and open spaces.*

**POLICY OSC-3.2** *Provide non-motorized access to parks, recreational facilities and open spaces, including pedestrian and bicycle path connections from residential neighborhoods and commercial areas.*

**ACTION OSC-3.2.1** *Develop a Bicycle and Pedestrian Master Plan which identifies non-motorized connections between recreation facilities, parks, open spaces and the places that people live and work.*

**POLICY OSC-3.3** *Retain publicly-owned corridors and examine their feasibility for future public use as trails, parks, or recreational facilities.*

**ACTION OSC-3.3.1** *Develop a Parks, Recreation and Open Space Master Plan and Bicycle and Pedestrian Master Plan which identify future park and trail sites, giving priority to publicly owned lands.*

**POLICY OSC-3.4** *Develop a Bicycle and Pedestrian Master Plan which is consistent with all regional bicycle and pedestrian planning efforts.*

**ACTION OSC-3.4.1** *Coordinate with the Fresno Council of Governments and other jurisdictions regarding the Regional Bikeways and Trails Plan to link City bicycle facilities to the FCOG-designated route for intra-city circulation along SR 180 to its intersection with SR 33, proceeding north on SR 33 to the City of Firebaugh.*

**POLICY OSC-3.5** *Require the provision of bicycle parking facilities at multi-family, commercial, industrial, and civic projects.*

**ACTION OSC-3.5.1** *As part of the development review process, ensure that bicycle parking facilities are included in all multi-family, commercial, industrial and civic development proposals.*

## AGRICULTURE

**GOAL OSC-4** *Preservation of the productive agricultural land around Mendota and minimization of conflicts between agricultural and urban uses.*

**POLICY OSC-4.1** *Encourage the continued agricultural use of land designated for urban use within the Planning Area until it is needed for urban development.*

**ACTION OSC-4.1.1** *Ensure agricultural zoning is maintained until land is needed for development, at which time the rezoning process may be initiated.*

**POLICY OSC-4.2** *Preserve a buffer between Mendota and neighboring agricultural lands to minimize conflicts between agricultural and urban uses, consistent with the buffer shown on the General Plan Land Use Diagram.*

**ACTION OSC-4.2.1** *Develop an Agricultural Land Conservation Strategic Plan which outlines implementation measures for land preservation techniques such as conservation easements, transferable development rights or other similar programs to ensure the preservation of a buffer between agricultural and urban uses.*

**POLICY OSC-4.3** *The City of Mendota will continue to coordinate planning efforts with Fresno County to ensure that a buffer is preserved between urban development in the City and productive agricultural lands in the unincorporated County.*

**ACTION OSC-4.3.1** *Involve Fresno County in the development of an Agricultural Land Conservation Strategic Plan to insure that a buffer is preserved between urban development in Mendota and agricultural land in the County.*

**GOAL OSC-5** *Preservation of the agricultural economy.*

**POLICY OSC-5.1** *Improve agriculture's economic viability by encouraging organic certification, expanded agricultural processing, and direct "Farm to Table" sales in the Mendota area.*

**ACTION OSC-5.1.1** *Develop an Agricultural Land Conservation Strategic Plan which identifies implementation measures for increasing awareness of agricultural, expanding processing opportunities and expanding organic agriculture opportunities.*

**POLICY OSC-5.2** *Support the agricultural economy by encouraging the location of agricultural support industries in the City and by promoting the marketing of local farm products.*

**ACTION OSC-5.2.1** *Develop an Agricultural Land Conservation Strategic Plan which identifies implementation measures for the marketing of local farm products.*

**POLICY OSC-5.3** *Ensure that private and public landowners of historic and productive agricultural lands may keep their land in agricultural use through such techniques as contractual protection (conservation easements, Williamson Act and Farmland Security Zone contracts), agricultural zoning and with the assistance of Right-to-Farm ordinances.*

**ACTION OSC-5.3.1** *Develop an Agricultural Land Conservation Strategic Plan which identifies properties for conservation and recommends the appropriate strategies to ensure lands are conserved.*

**POLICY OSC-5.4** *The City shall prepare and adopt a set of policies that govern the administration of Williamson Act Contracts within the City sphere of influence.*

**ACTION OSC-5.4.1** *Develop an Agricultural Land Conservation Strategic Plan which provides guidelines for the cancellation of Williamson Act and Farmland Security Zone contracts within the City sphere of influence.*

## ARCHAEOLOGICAL, HISTORIC AND OTHER CULTURAL RESOURCES

**GOAL OSC-6** *Preservation and enhancement of archaeological, historic and other cultural resources within Mendota.*

**POLICY OSC-6.1** *Establish and promote programs that identify, maintain and protect buildings, sites, or other features of the landscape possessing historic or cultural significance.*

**POLICY OSC-6.2** *Develop and regularly update a comprehensive historic resources inventory, coordinating with other agencies as necessary. The inventory will contain a list of all historically significant properties, as well as historic and archaeological resources, within the City of Mendota and its Sphere of Influence, including a map depicting their locations.*

**POLICY OSC-6.3** *Pursue and provide financial assistance for historic preservation projects to be undertaken by the City of Mendota, private or non-profit developers, and residents.*

**POLICY OSC-6.4** *Maintain and enhance the historic character of the City of Mendota by establishing review procedures for the remodeling and reconstruction of buildings and other structures.*

**POLICY OSC-6.5** *Promote the integration or maintenance of historically accurate designs and features in residential and commercial structures, including information on the restoration and adaptive reuse of historic buildings and structures.*

**POLICY OSC-6.6** *Promote community participation in the preservation of historic resources in Mendota.*

**POLICY OSC-6.7** *Require cultural resources studies (i.e., archaeological and historical investigations) for all applicable discretionary projects, in accordance with CEQA regulations. The studies should identify cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) in the project area, determine their eligibility for inclusion in the California Register of Historical Resources, and provide mitigation measures for any resources in the project area that cannot be avoided. Cultural resources studies shall be completed by a professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology.*

**POLICY OSC-6.8** *If, during the course of construction cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered work shall be halted immediately within 50 feet of the discovery, the City of Mendota Planning Department shall be notified, and a professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery.*

**POLICY OSC-6.9** *The City of Mendota and a project applicant shall consider mitigation recommendations presented by a professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology for any unanticipated discoveries. The City and a project applicant shall consult and agree upon implementation of a measure or measures that the City and project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project proponent shall be required to implement any mitigation necessary for the protection of cultural resources.*

**POLICY OSC-6.10** *If human remains are discovered, all work shall be halted immediately within 50 feet of the discovery, the City of Mendota Planning Department shall be notified, and the County Coroner must be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If*

*the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.*

**POLICY OSC-6.11** *Prior to the commencement of project ground disturbing activities, all construction personnel shall be informed of the type(s) of cultural resources that might be inadvertently uncovered in the area and protocols to be implemented to protect Native American human remains and any subsurface cultural resources.*

**POLICY OSC-6.12** *Require paleontological studies for all applicable discretionary projects. The studies should identify paleontological resources in the project area, and provide mitigation measures for any resources in the project area that cannot be avoided.*

**POLICY OSC-6.13** *Should any potentially unique paleontological resources (fossils) be encountered during development activities, work shall be halted immediately within 50 feet of the discovery, the City of Mendota Planning Department shall be immediately notified, and a qualified paleontologist shall be retained to determine the significance of the discovery.*

**POLICY OSC-6.14** *The City and a project applicant shall consider the mitigation recommendations of the qualified paleontologist for any unanticipated discoveries. The City and a project applicant shall consult and agree upon implementation of a measure or measures that the City and project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project proponent shall be required to implement any mitigation necessary for the protection of paleontological resources.*

## BIOLOGICAL RESOURCES

**GOAL OSC-7** *Preservation of important ecological and biological resources, including habitat for flora and fauna.*

**POLICY OSC-7.1** *The City shall require a biological resources evaluation for private and public development projects in areas identified to contain or possibly contain listed plant and/or wildlife species based upon the City's biological resource mapping provided in the General Plan EIR or other*

*technical materials. This evaluation shall be conducted prior to the authorization of any ground disturbance.*

**POLICY OSC-7.2** *For those areas in which special status species are found or likely to occur or where the presence of species can be reasonably inferred, the City shall require mitigation of impacts to those species. Mitigation shall be designed by the City in coordination with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG), and shall emphasize a multi-species approach to the maximum extent feasible. This may include development or participation in a habitat conservation plan.*

**POLICY OSC-7.3** *The City shall encourage creation of habitat preserves that are immediately adjacent to each other in order to provide interconnected open space areas for animal movement.*

**POLICY OSC-7.4** *The City shall adopt and maintain a Noxious Weed Ordinance. The Noxious Weed Ordinance shall include regulatory standards for construction activities that occur adjacent to natural areas to inhibit the establishment of noxious weeds through accidental seed import. See 8.0 Glossary of this General Plan for definition of noxious weeds.*

**POLICY OSC-7.5** *If habitat for Swainson's hawk is present, a protocol-level survey shall be conducted in accordance with Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (Swainson's Hawk Technical Advisory Committee 2000), to include the following:*

1) *Schedule construction activities to avoid nesting activities. The avian breeding window on average is between February 1 and August 30, which complies with the Migratory Bird Treaty Act and Section 3503.5 of the FGC, therefore construction activities should occur between September and January.*

2) *Conduct all vegetation clearing (including trees, shrubs and bushes) outside of the nesting season. If clearing of any vegetation and/or construction activities occur during the avian breeding window, then preconstruction surveys for nesting raptors shall be conducted up to 30 days before construction. The qualified biologist shall survey the construction zone and a 100-foot radius surrounding the construction zone to determine whether the activities taking*

*place have the potential to disturb or otherwise harm the nesting birds.*

3) *If an active nest is located within the 100-foot area surrounding the construction zone and construction must take place during the breeding season, a buffer zone shall be established by the biologist and confirmed by the appropriate resource agency and a qualified wildlife biologist shall monitor the nest to determine when the young have fledged and submit bi-weekly reports to City of Mendota Planning Department throughout the nesting season. The biological monitor shall have the authority to cease construction if there is any sign of distress to the raptor. Reference to this requirement, the MBTA, and Section 3503.5 of the FGC shall be included in the construction specifications.*

**POLICY OSC-7.6** *The City shall protect and preserve Swainson's hawk nesting and foraging habitat the implementation of the following:*

1) *Development of an ordinance that shall apply to projects that are five acres or more in size since this is recognized to be the minimum acreage required for viable Swainson's hawk foraging habitat.*

2) *The project Applicant shall acquire conservation easements or other instruments to preserve suitable foraging habitat for Swainson's hawk, as determined by CDFG, on a 1:1 ratio.*

3) *For projects less than 40 acres in size, it may be infeasible to acquire easements for less than 40 acres and project proponents should have the option to mitigate adverse impacts to Swainson's hawk foraging habitat through the payment of an impact mitigation fee.*

**POLICY OSC-7.7** *The City shall protect established trees within the City. The City shall develop an ordinance to protect native trees that are six inches in diameter at breast height (DBH) or greater. Trees with a six inch DBH or greater shall be replaced at a ratio of 2:1 (two trees for every one removed) and a revegetation plan shall be developed and approved by the appropriate resource agencies prior to implementation of the proposed project.*

**POLICY OSC-7.8** *Encourage the recovery of Federal and State sensitive species and Local Species of Concern in accordance with The Recovery Plan for the San Joaquin Valley (1998).*

**POLICY OSC-7.9** *The City shall require that impacts to riparian habitats be mitigated at a "no-net loss" of existing function and value based on field survey and analysis of the riparian habitat to be impacted. No net loss may be accomplished by avoidance of the habitat, restoration of existing habitat, or creation of new habitat, or through some combination of the above.*

**POLICY OSC-7.10** *The City shall support "no-net-loss" wetlands policies of the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game. The City shall require new development to fully mitigate wetland loss for function and value in regulated wetlands through any combination of avoidance, minimization, or compensation. The City shall also support mitigation banking programs that can provide the opportunity to mitigate impacts to rare, threatened, and endangered species and/or the habitat which supports these species in wetland and riparian areas. Coordination with agencies at all levels of project review shall continue to ensure that appropriate mitigation measures and the concerns of these agencies are adequately addressed.*

## SCENIC RESOURCES

**GOAL OSC-8** *Protection and conservation of the scenic resources of Mendota and the surrounding area (including views to these resources from areas within the City) and the creation of additional scenic resources.*

**POLICY OSC-8.1** *Designate areas of scenic interest within the City and surrounding areas. These may include scenic vistas, agricultural landscapes, scenic highways and scenic areas within and around Mendota.*

**POLICY OSC-8.2** *Encourage programs, development and revitalization efforts which further the protection and enhancement of scenic resource areas within and surrounding Mendota.*

**POLICY OSC-8.3** *Investigate methods and programs for preservation and enhancement of areas of scenic interest.*

**POLICY OSC-8.4** *The City shall encourage and promote urban forestation throughout the City by encouraging the preservation of any existing mature trees and encouraging the planting of trees in new development. See also Policy* **OSC-7.7.**

**POLICY OSC-8.5** *Wherever possible, orient streets such that views to surrounding mountains are not obscured by development.*

**POLICY OSC-8.6** *Minimize the visibility of wireless communications facilities, satellite dishes and other miscellaneous antennas through their siting and design.*

**POLICY OSC-8.7** *Whenever and wherever possible, convert overhead utility lines to underground and require underground utilities in new developments.*

**POLICY OSC-8.8** *Ensure that land uses do not produce glare, the spillage of light off-site, upward illumination or sky glow.*

**POLICY OSC-8.9** *Encourage land uses to provide and maintain aesthetically-appealing landscaping.*

## WATER QUALITY

**GOAL OSC-9** *Protection of groundwater and surface water quality.*

**POLICY OSC-9.1** *The City shall regularly monitor water quality in its wells for evidence of toxics and other contaminants.*

**POLICY OSC-9.2** *The City shall continue to take all actions necessary to meet Central Valley Regional Water Quality Control Board (CVRWQCB) water quality discharge standards in the operation of its Wastewater Treatment Facility.*

**POLICY OSC-9.3** *Identify, monitor and regulate land uses that could potentially contaminate groundwater and/or water supplies and develop methods for minimizing risk.*

**POLICY OSC-9.4** *Preserve and protect, insofar as possible, areas that are recognized by the City as having significant groundwater recharge potential or water supply generation capacity. Areas within the City should be periodically evaluated for groundwater recharge potential or water supply generation capacity.*

**POLICY OSC-9.5** *The City shall prohibit the accumulation and dumping of trash, garbage, vehicle lubricant wastes and other materials that might cause pollution of groundwater.*

**POLICY OSC-9.6** *The City shall maintain streets and gutters to prevent the accumulation of debris and litter.*

**POLICY OSC-9.7** *The City shall mark all storm drains with signs or stenciling to prohibit improper disposal of any hazardous materials such as cleaning solvents, pesticides and herbicides.*

## AIR QUALITY

**GOAL OSC-10** *Minimization of the generation of air pollutants, greenhouse emissions and toxic air emissions in the community.*

**POLICY OSC-10.1** *The General Plan shall be consistent with the pollution reduction goals of the San Joaquin Valley Air Pollution Control District's (SJVAPCD) Air Quality Management Plan (AQMP).*

**POLICY OSC-10.2** *Encourage the use of vegetative buffers along roads to assist in pollutant dispersion.*

**POLICY OSC-10.3** *Require the use of best management practices consistent with those recommended for use by the SJVAPCD that minimize impacts upon air quality during construction projects.*

**POLICY OSC-10.4** *The City shall continue to implement a site development permit process using the California Environmental Quality Act (CEQA) in the review of potential development projects. As part of this process, the City shall require individual development projects to comply with the most current air quality mitigation measures for reducing long-term increases in criteria air pollutants, as recommended by the SJVAPCD.*

**POLICY OSC-10.5** *The City shall incorporate City-wide design guidelines and development standards that promote a pedestrian-scale environment and reduces dependence on automobiles.*

**POLICY OSC-10.6** *The City shall encourage installation of current and emerging technological infrastructure in new and existing development that supports telecommuting.*

**POLICY OSC-10.7** *The City shall encourage infill and reuse in existing neighborhoods that maintains the character and quality of the surrounding neighborhood and does not negatively affect surrounding land uses.*

**POLICY OSC-10.8** *The City shall encourage that new commercial development be designed to encourage and facilitate pedestrian circulation within and between commercial sites and nearby residential areas.*

**POLICY OSC-10.9** *The City shall encourage the use of natural gas fires stoves and fireplaces in lieu of wood-burning devices.*

**POLICY OSC-10.10** *The City shall encourage new development projects to reduce air quality impacts from area sources and from energy consumption, such as the use of "EPA Energy Star" appliances.*

**POLICY OSC-10.11** *The City shall promote the implementation of sustainable design strategies for "cool communities" such as installing reflective roofing or light-colored pavement and planting urban shade trees, as well as other innovative mitigation measures by coordinating with the SJVAPCD, project applicants and other interested parties.*

**POLICY OSC-10.12** *City shall work with neighboring jurisdictions and affected agencies to address the cross-jurisdictional and regional transportation and air quality issues.*

**POLICY OSC-10.13** *All City submittals of transportation improvement projects to be included in regional transportation plans (i.e. RTIP, RTP CMP, etc.) shall be consistent with the air quality goals and policies of the General Plan.*

**POLICY OSC-10.14** *The City shall work to improve the public's understanding of the land use, transportation and air quality link.*

**POLICY OSC-10.15** *The City shall encourage local public and private groups that provide air quality education programs.*

**POLICY OSC-10.16** *The City shall replace the City's fleet vehicles with new vehicles that utilize the lowest emission technology available, whenever economically feasible.*

**POLICY OSC-10.17** *The City shall consider measures to increase the capacity of the existing road network prior to constructing more capacity (i.e., additional lanes, new roadways, etc.)*

**POLICY OSC-10.18** *The City shall require residential development project and projects categorized as sensitive receptors to be located an adequate distance from existing and potential sources of toxic emissions, such as freeways, major arterials, industrial sites, and hazardous material locations. See* ***8.0 Glossary*** *for definition of sensitive receptor.*

**POLICY OSC-10.19** *The City shall require new air pollution point sources such as, but not limited to, industrial, manufacturing, and processing facilities to be located an adequate distance from residential areas and other sensitive receptors.*

**POLICY OSC-10.20** *The City shall require that diesel-powered construction equipment operating in the vicinity of sensitive land uses be fitted with applicable ARB-approved emission control devices for the control of diesel–exhaust particulate matter, as recommended by the SJVAPCD.*

**POLICY OSC-10.21** *The City shall require odor impact analyses be conducted when evaluating new development requests that either could generate objectionable odors that may violate SJVAPCD Rule 4102 or any subsequent rules and regulations regarding objectionable odors near sensitive receptors or locate new sensitive receptors near existing sources of objectionable odors.*

**POLICY OSC-10.22** *The City shall require residential development projects and projects categorized as sensitive receptors to be located an adequate distance from existing and potential sources toxic emissions such as freeways, major arterials, industrial sites, and hazardous material locations.*

**POLICY OSC-10.23** *The City shall seek to reduce the urban heat island effect within the City, which causes increased temperatures and increases in ground level ozone formation.*

**POLICY OSC-10.24** *City fleet vehicle operators shall consider replacement or conversion of conventional fuel vehicles with clean fuel vehicles when vehicle procurement decisions are made.*

**POLICY OSC-10.25** *The City shall encourage the development of fueling stations that distribute alternative fuels (such as methanol, ethanol, compressed natural gas, biodiesel) to support alternative fuel vehicles.*

**POLICY OSC-10.26** *The City shall implement and enforce State and Regional regulations pertaining to greenhouse gas emissions and climate change.*

**POLICY OSC-10.27** *The City shall identify City and communitywide greenhouse gas emissions trends and levels, collaborate with stakeholders to set desired emission levels and/or reductions, and implement greenhouse gas reduction measures.*

## ENERGY CONSERVATION AND SUSTAINABILITY

**GOAL OSC-11** *Increase energy conservation and efficiency.*

**POLICY OSC-11.1** *Promote alternative forms of transportation.*

**POLICY OSC-11.2** *The City shall require that new buildings and additions be in compliance with the energy efficiency standards of the California Building Standards Code.*

**POLICY OSC-11.3** *The City shall develop guidelines and incentives to encourage owners of existing buildings to retrofit them to be energy efficient and to encourage new projects that incorporate green building practices and site design.*

**POLICY OSC-11.4** *Encourage the production and usage of solar energy for all land use types.*

**POLICY OSC-11.5** *The City should consider development of a voluntary, market-driven Green Building Program that includes performance standards, guidelines, review criteria, incentives, and implementation schedules for private sector development, with criteria tailored to project types (i.e., residential, commercial, retail), size, and location.*

**POLICY OSC-11.6** *The City shall develop a program that will regularly audit and assess the energy usage, emissions, and waste generated by all City services in order to develop a means of reducing the environmental impact of these services.*

**POLICY OSC-11.7** *The City shall to the extent possible incorporate green building practices into the planning, design, construction, management, renovation, operations, and demolition of all facilities that are constructed, owned, managed, or financed by the City.*

## Solid Waste

**GOAL OSC-12** *Promote the environmentally safe transformation of wastes through recycling and reuse.*

**POLICY OSC- 12.1** *The City, as feasible, will set a community example for waste diversion and material recycling in City facilities, services and operating systems.*

**POLICY OSC- 12.2** *The City will promote waste diversion and material recycling in private development, business and operations, and will encourage businesses or nonprofit entities to provide source reduction services.*

**POLICY OSC- 12.3** *The City shall encourage the conservation of building materials and resources and promote the use of sustainable, recycled, and locally-sourced materials in development projects*

## Water Supply

**GOAL OSC-13** *Promote water conservation.*

**POLICY OSC- 13.1** *Encourage water conservation in new building construction and retrofits, through measures such as low-flow toilets and drought-tolerant landscaping.*

**POLICY OSC- 13.2** *When and where feasible and appropriate, encourage the use of recycled water, or gray water, for residential, landscaping and agricultural irrigation purposes.*

**POLICY OSC- 13.3** *The City shall encourage the use of gray water systems, and other water re-use methods in new development and renovation projects as consistent with state and local water quality regulations.*

**POLICY OSC- 13.4** *The City shall encourage Low Impact Development (LID) practices in all residential, commercial, office, and mixed-use discretionary projects and land division projects to reduce, treat, infiltrate, and manage runoff flows caused by storms, urban runoff, and impervious surfaces.*

## FLOODING

**GOAL OSC-14** *Consistent with Land Use Goal* **LU-15**, *the City shall reduce the risk of flooding through appropriate management of stormwater.*

**POLICY OSC-14.1** *Consistent with Land Use Policy* **LU-15.2**, *the City shall require all new development to provide on-site stormwater retention.*

**POLICY OSC-14.2** *Require all flood control structures, facilities and improvements to be designed to conserve resources, incorporate and preserve scenic values and to incorporate opportunities for recreation, where appropriate. See also Land Use Element Policy* **LU-15.6**.

## LAND USE

**GOAL OSC-15** *New Development and Redevelopment provides open public spaces for Mendota's residents, particularly downtown. See also Land Use Element Goal* **LU-7**.

**POLICY OSC-15.1** *Encourage the creation of public plazas and public open spaces in new commercial development and redevelopment. See also Land Use Element Policy* **LU-7.4**.


# CHAPTER 5:
# NOISE ELEMENT

# NOISE ELEMENT

*The Southern Pacific Railroad established storage and switching facilities in 1891 at the site of present-day Mendota. By 1900, a small-sized business district had grown up around the station, bringing with it activities that inherently create noise. Over the next 100 years, Mendota continued to grow with new developments, and new noise sources: housing, roadways, agricultural equipment, industry and an airport.*

*As Mendota looks to the future, the City is eager to provide the necessary infrastructure for developments meeting the needs of its growing population, and recognizes the importance of maintaining an amiable and noise-conscious environment for its residents.*

**The air into which noise is emitted, and on which it travels, is a common resource of the community. It is a public good and as such its use, as well the responsibility of maintaining it belongs to everyone.**

**Noise at excessive levels can affect our environment and our quality of life. Noise is subjective since it is dependent on the listener's reaction, the time of day, distance between source and receptor, and its tonal characteristics. At excessive levels, people typically perceive noise as being intrusive, annoying, and undesirable.**

## HOW THE NOISE ELEMENT IS ORGANIZED

The noise Element is organized as follows:

- **Introduction:** This section includes an overview and purpose of the element, and the element's relationship to other elements in the General Plan;
- **Setting:** This section provides a description of the current setting and noise standards in the Planning Area and an overview of major noise issues;
- **The Future:** This section summarizes how the Mendota General Plan addresses identified noise hazards to ensure a pleasant acoustical environment into the future; and
- **Goals and Policies:** This section outlines Mendota's overall noise goals and policies and implementation programs designed to attain these goals.

# NOISE ELEMENT

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# NOISE ELEMENT

## INTRODUCTION

Noise is any unwanted sound that interferes with an individual's ability to perform a task or enjoy an activity. While there are sounds that are considered desirable, excessive unwanted sounds can undermine the health, safety and welfare of the community. Removing or reducing the impact of significant sources of noise improves quality of life for residents, employees and visitors alike.

### PURPOSE OF THE NOISE ELEMENT

The Noise Element of a General Plan is a comprehensive program for including noise management in the planning process. It is a tool for local planners to use in achieving and maintaining land uses that are compatible with environmental noise levels. The Noise Element identifies noise sensitive land uses and noise sources, and defines areas of noise impact for the purpose of developing programs to ensure that residents will be protected from excessive noise intrusion.

The overall intent of the Noise Element is to protect persons and their quality of life by identifying noise impacts within the community, minimizing those impacts whenever possible, and setting forth goals and policies that will ensure an amiable acoustical environment for the City or County.

The goal of Mendota's Noise Element is to identify the major sources of noise within the City and discuss the City's role in ensuring comfortable and safe noise levels throughout the community. The Noise Element addresses potential noise impacts and provides a basis for comprehensive local policies to control and abate environmental noise and to protect the community from excessive noise exposure in Mendota. This Element has been prepared in conformance with all mandatory requirements of state law as outline in the Introduction Chapter of this Update.

### RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Noise Element provides a policy framework for addressing potential noise impacts in the planning process. Its purpose is to minimize future noise conflicts. The Noise Element relates to several other elements in the General Plan, including the Land Use, Circulation and Safety Elements. Where the overlap is identified, cross references are provided to alert the reader to specific sections of other elements.

# NOISE ELEMENT

## ACOUSTICAL SETTING

Noise is generally defined as unwanted sound. Sound levels are measured and expressed in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing. Forty decibels would correspond with the sound of soft music, 80 decibels would correspond to freeway traffic noise at 50 feet and 110 decibels would correspond to a commercial jet takeoff at 200 feet away. Common community noise sources and associated noise levels, in dBA, are depicted below in **Table 5-1**.

Noise sensitive receptors or development may include locations or areas where dwelling units or other fixed, developed sites of frequent human use occur (i.e. residences, transient lodging, churches, meeting halls, schools, theatres, auditoriums, music halls, hospitals, nursing homes, office buildings, libraries, museums, playgrounds and neighborhood parks). These receptors or types of development are also considered to be sensitive to vibration.

Continued exposure to sound levels over 85 dB may cause hearing loss. Impacts related to noise pollution or excessive noise can affect a community's quality of life. Noise has been linked directly to human health and, aside from general annoyances; excessive noise can be a source of discomfort, interfere with sleep, and disrupts communication and relaxation. By recognizing existing sources of noise pollution and taking reasonable steps to mitigate future impacts, the City may achieve a pleasant environment and preserve the well-being of the community.

There are several potential sources of noise within the City of Mendota. These sources include noise generated from stationary activities such as commercial and industrial uses; aircraft operations such as the Mendota Municipal Airport; traffic on major roadways and highways such as State Route (SR) 33, SR 180 and other local streets; the Union Pacific Railroad; active recreation areas of parks and outdoor play areas of schools; and surrounding agricultural operations. Short-term (10-minute) noise level measurements were conducted on April 27, 2007 for the purpose of documenting and measuring the existing daytime noise environment in various areas in an around the City of Mendota. Based on the monitoring conducted, average daytime noise levels within the City range from the mid-50s to the low 70s, dependent primarily on distance from area roadways. This is fairly quiet. Ambient noise levels during the quieter nighttime hours are typically 5 to 10 dBA less than daytime noise levels. Ambient noise measurement locations and corresponding measured values (i.e., Leq, Lmax, and Lmin) are depicted in **Figure 5-1**.

As identified by the 2007 noise monitoring and illustrated in **Figure 5-1**, significant noise sources in Mendota fall into four basic categories: stationary sources, aircraft, roadways and railways. Each of these noise sources is discussed individually below.

TABLE 5-1: COMMON COMMUNITY NOISE SOURCES AND ASSOCIATED NOISE LEVELS

| INDOORS | A-Weighted Decibels | Perceived Loudness Relative to 60 dBA | OUTDOORS |
|---|---|---|---|
| | | Threshold of Pain | |
| | 140 | x256 | |
| | | Deafening | Military Jet Takeoff with Afterburner (at 50 feet) |
| | 130 | x128 | |
| | 120 | x64 | Jet Takeoff at 200 Feet |
| Rock Band | | Uncomfortably Loud | |
| | 110 | x32 | 747-100 Takeoff (4 Miles From Start of Roll) |
| Inside Subway Train, New York | 100 | x16 | Power Lawnmower (at 50 Feet)<br>Ambulance Siren (at 100 Feet) |
| Noisy Cocktail Bar | 90 | x8 | 727-200 Takeoff (4 Miles From Start of Roll) |
| | | Very Loud | Diesel Truck, 40 mph (at 50 Feet) |
| Jet Aircraft Cabin, at Cruise | 80 | x4 | |
| Shouting (at 3 Feet) | | | Automobile, 65 mph (at 50 Feet) |
| | | | Busy Street (at 50 Feet) |
| Noisy Restaurant | 70 | x2 | 757-200 Takeoff (4 Miles From Start of Roll) |
| Vacuum Cleaner at 3 Feet | | Moderately Loud | |
| | | | Automobile, 30 mph (at 50 Feet) |
| Large Business Office | 60 | x1 | |
| Normal Conversation (at 3 Feet) | | | Cessna 172 Landing (3,300 Feet From Rwy End) |
| Quiet Office | | | |
| | 50 | x1/2 | |
| | | Moderately Quite | |
| | 40 | x1/4 | Quiet Urban Area, Nighttime |
| Quiet Library | | | Quiet Suburban Area, Nighttime |
| | 30 | x1/8 | |
| Concert Hall, Background | | Very Quiet | Quiet Rural Area, Nighttime |
| | 20 | x1/16 | |
| Recording Studio | | | Leaves Rustling |
| | 10 | x1/32 | |
| | | Barely Audible | |
| | 0 | x1/64 | |
| | | Threshold of Hearing | |

Sources: California Department of Transportation, January 2002, California Airport Land Use Planning Handbook; M. David Egan, McGraw Hill, 1972, Concepts in Architectural Acoustics; and U.S. Department of Housing and Urban Development, Office of Community Planning and Development, The Noise Guidebook.

## Stationary Noise Sources

Stationary noise sources include industrial and commercial land uses. Many industrial processes produce noise, even when the best available noise control technology is applied. Noise exposures within industrial facilities are controlled by federal and state employee health and safety regulations (i.e., regulations of the Occupational Safety and Health Administration of the U.S. Department of Labor [OSHA] and the California Division of Occupational Safety and Health [Cal-OSHA]). Exterior noise levels that affect neighboring parcels are typically subject to local standards.


Commercial, recreational and public facility activities can also produce noise that may affect adjacent noise-sensitive land uses. These noise sources can be continuous or intermittent and may contain tonal components that are annoying to individuals who live nearby. For instance, emergency-use sirens and backup alarms are often considered nuisance noise sources, but may not occur frequently enough to be considered incompatible with noise-sensitive land uses. In addition, noise generation from fixed noise sources may vary based upon climate conditions, time of day, and existing ambient noise levels. Potentially significant stationary noise sources in Mendota include the local concrete and biomass plants.

## Aircraft

The Mendota Municipal Airport is located east of central Mendota and serves general aviation aircraft. The airport consists of a single paved runway approximately 3,499 feet in length extending in a general north-south direction. Approximately three aircraft are currently based at the airport. Aircraft operations average approximately 13,000 flights annually (Fresno County General Plan 2000).

Noise concerns typically associated with airports include increased levels of annoyance and interference with personal activities such as sleeping, conversing, relaxing, or watching television. While individual responses to noise can vary, various methods and noise descriptors have been developed in an attempt to correlate aircraft noise levels with land use compatibility and community reaction.

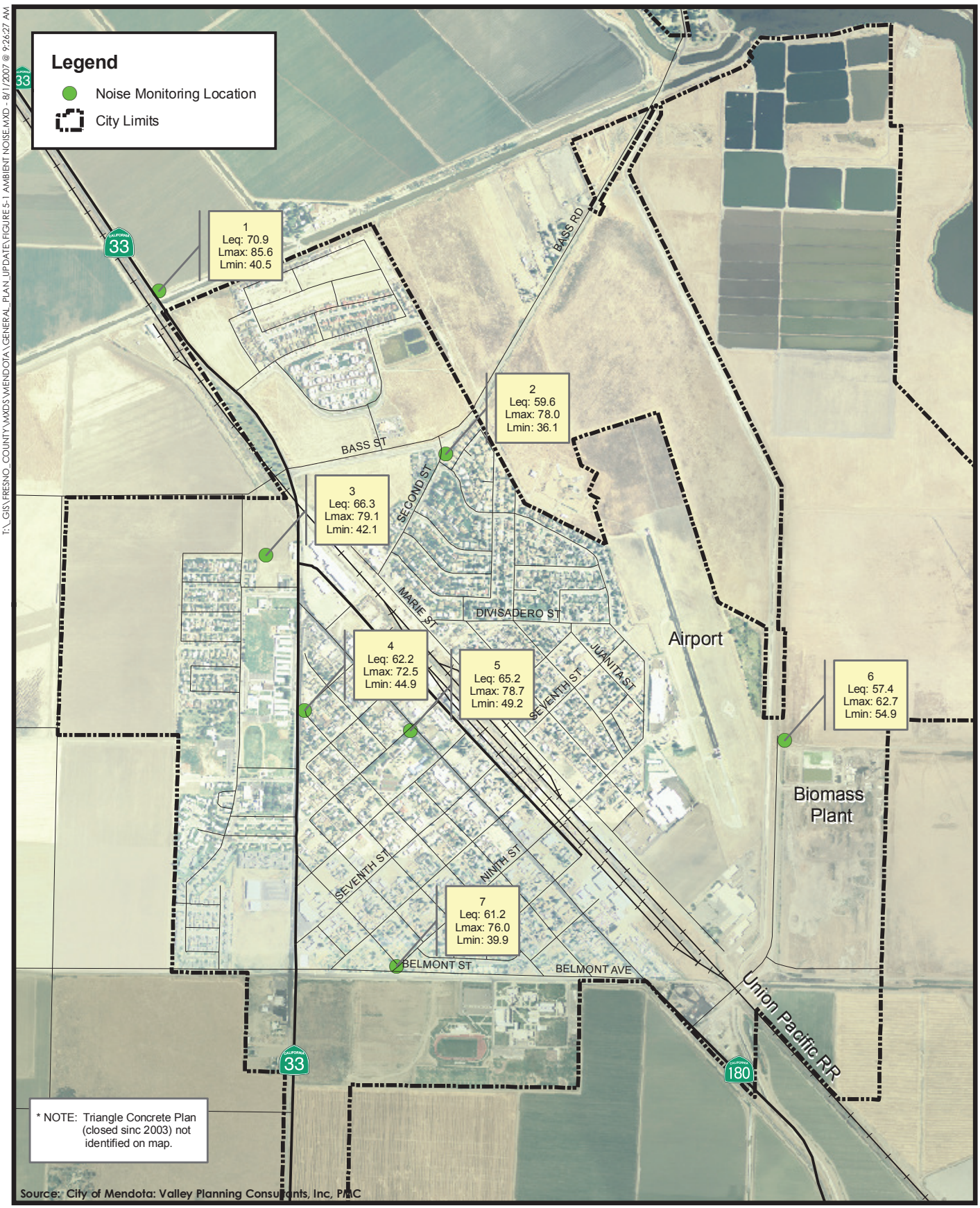



**Figure 5-1**
Ambient Noise Measurements

PMC

Noise that emanates away from airports and airplane flight paths is typically represented by concentric noise contours around the airport. The contours delineate zones where land use is restricted, protecting the citizens on the ground from the detrimental effects of exposure to excessive aircraft noise. These noise contours take into account the number, time of day, and frequency of aircraft operations; as well as variations in monthly and seasonal flight schedules.

The result is a 24-hour day/night average noise contours, depicted in CNEL, as shown in **Figure 5-2**. The existing 60 dBA CNEL contour of the airport is largely confined to within the airport boundaries.

## ROADWAYS

Ambient noise levels in many portions of the City are defined primarily by traffic on major roadways, including State Routes (SRs) 180 and 33. To support this General Plan, in 2007 noise levels along the City's major roadways were modeled (Ambient 2007).


The result of this model: traffic noise levels for roadway segments within the City, including distances to the predicted 60, 65, and 70-dBA Ldn/CNEL noise contours, are summarized below in **Table 5-2**.

As the table shows, existing noise levels from Mendota's current (2007) roadways are fairly moderate – ranging between approximately 53 to 69 the dBA Ldn/CNEL. Please see the companion Environmental Impact Report for more detail regarding the Noise Study conducted for this General Plan.

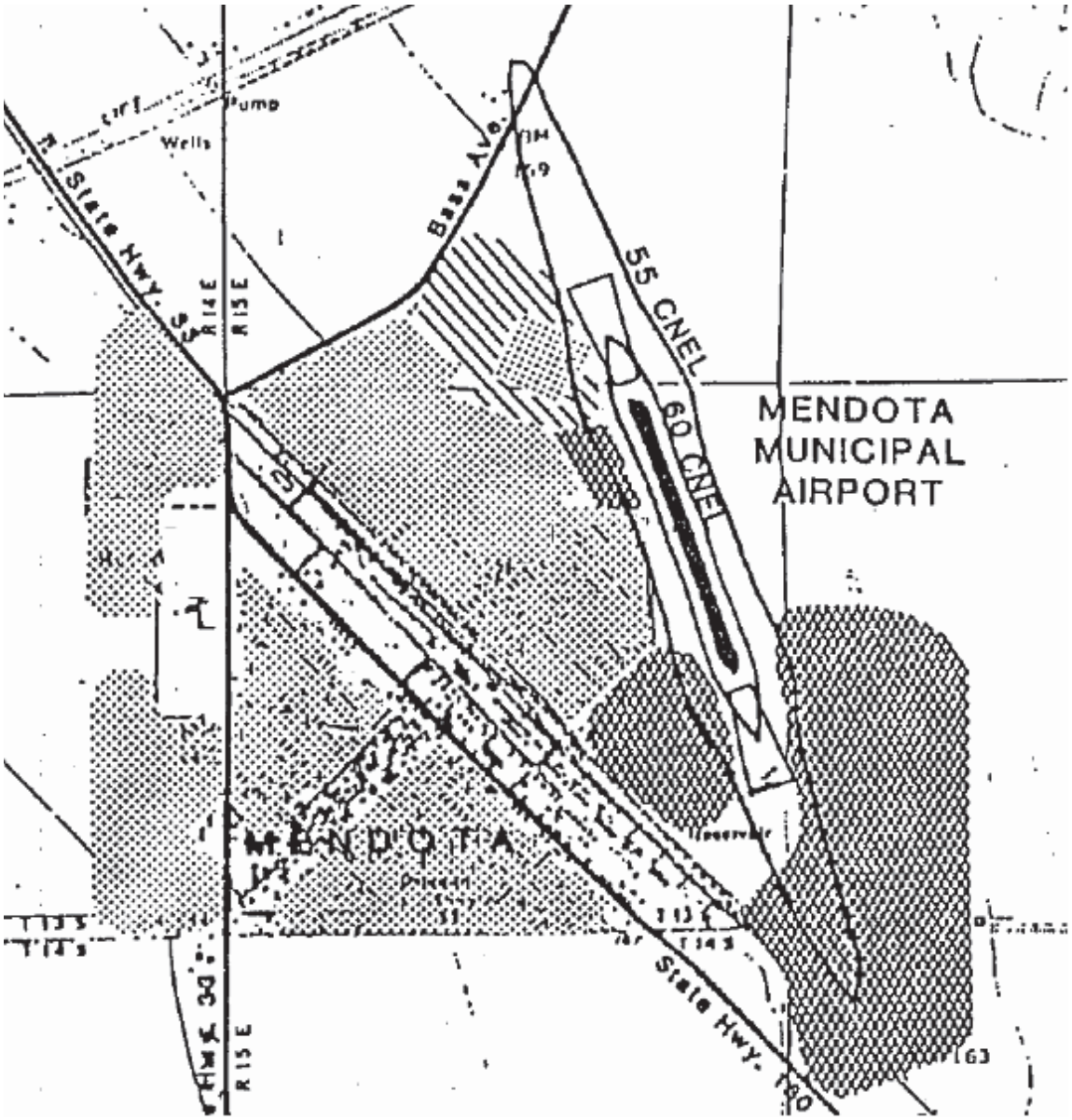
TABLE 5-2: EXISTING TRAFFIC NOISE LEVELS (2007)

| Roadway Segment | Predicted Noise Level at 50 ft from Centerline of Near Travel Lane (dBA Ldn/CNEL) | Distance to Noise Contour (dBA Ldn/CNEL) | | |
|---|---|---|---|---|
| | | 60 | 65 | 70 |
| California Avenue, West of State Route 33 | 53.91 | WR | WR | WR |
| Derrick Avenue (SR33), South of California Avenue | 66.43 | 244.8 | 77.6 | WR |
| SR33 (Derrick Avenue), North of California Avenue | 66.53 | 250.4 | 79.4 | WR |
| Belmont Avenue, West of SR33 (Derrick Avenue) | 62.60 | 101.6 | WR | WR |
| SR33 (Derrick Avenue), South of Belmont Avenue | 64.29 | 149.5 | WR | WR |
| SR33 (Derrick Avenue), North of Belmont Avenue | 64.46 | 170.3 | 55.0 | WR |
| Belmont Avenue, SR33 (Derrick Avenue) to 9th Street | 64.45 | 162.5 | 52.1 | WR |
| Belmont Avenue, 9th Street to Quince Street | 61.89 | 90.6 | WR | WR |
| Belmont Avenue, Quince Street to SR180 (Oller Street) | 60.76 | 69.9 | WR | WR |
| SR180, Belmont Avenue to Whitesbridge Avenue Alignment | 69.66 | 514.5 | 162.8 | 51.8 |
| SR180 (Oller Street), Belmont Avenue to 9th Street | 65.61 | 202.5 | 64.3 | WR |
| SR180 (Oller Street), 9th Street to Derrick Street | 66.59 | 254.1 | 80.6 | WR |
| SR33, North of Bass Avenue | 69.19 | 461.8 | 164.1 | WR |
| Bass Avenue, East of SR33 | 64.62 | 161.2 | 51.3 | WR |

Source: Ambient *Noise Impact Analysis for City of Mendota General Plan Update. November 2007.*

Note: Traffic noise levels were calculated using the FHWA roadway noise prediction model (FHWA-RD-77-108), based on data obtained from the traffic analysis prepared for this project. Assumes no natural or man-made shielding (e.g., vegetation, berms, walls, buildings).

WR = Within Right-of-Way




Source: Fresno County, 2000

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**Figure 5.2**
Mendota Municipal Airport Noise Contours

PMC

### RAILROAD

The Union Pacific Railroad (UPRR) bisects Mendota in a general north-south direction. The number of freight trains traveling along this segment can vary from day to day, depending on demand, and there are currently no hourly limitations to freight train travel. As identified in a 2007 Noise Impact Analysis (Ambient) approximately two trains per day travel along this corridor on a daily basis, with higher train operations of up to five trains per day occurring during the peak agricultural production season. The UPRR does not anticipate substantial changes in freight train traffic, nor to existing noise levels, as shown in **Table 5-3,** in future years (Fresno County 2000, UPRR 2007).

TABLE 5-3: EXISTING (2007) UPRR NOISE LEVELS

| Number of Trains/Day | Wayside Noise Levels (dBA CNEL) at 50 Feet from Track Centerline | Distance from Track Centerline to Predicted Noise Contour (dBA CNEL) | |
|---|---|---|---|
| | | 60 | 65 |
| Average (2 trains/day) | 77 | 375 | 200 |
| Maximum (5 trains/day) | 81 | 575 | 304 |

Source: Ambient *Air Quality Impact Analysis for City of Mendota General Plan Update. November 2007.*

*Note:* Wayside noise levels assume an average speed of 25 miles per hour, average of 75 cars per train; includes sounding of horns.

## OVERVIEW OF MAJOR NOISE ISSUES

The City has encouraged public participation and held community workshops in 2006-2007 to guide the General Plan Update and visioning process for the community. The City and the community identified the following noise needs to be addressed in the General Plan:

- *Controlling noise from industrial uses and aggregate operations.* As additional development occurs throughout the City of Mendota, the potential exists for new noise-sensitive land uses to encroach upon existing or proposed stationary noise sources.
- *Mitigating impacts associated with aircraft noise from the Mendota Municipal Airport.* As the City of Mendota continues to grow and develop, there are concerns that noise-sensitive land uses could begin to overlap with the noise contours and existing flight patterns of the airport.

- *Reducing noise from vehicle traffic, especially in residential areas.* Traffic rates are expected to increase concurrently with future developments in the City, and therefore, the need to expand Mendota's roadways is anticipated and likely. The main roadways of concern in the City are Belmont Avenue, Derrick Avenue (i.e., SR 33), and California Avenue. The largest increase in traffic noise levels associated with future development is anticipated to occur along California Avenue, West of SR 33.
- *Mitigating impacts associated with railroad noise from the Union Pacific Railroad.* Future development could result in increased exposure to railroad noise levels that would exceed normally acceptable noise criteria for land use compatibility.

The issues raised above have been incorporated into the Policies, Goals and Action Items described in this Element.

# THE FUTURE - A COMMUNITY FREE OF THE HARMFUL EFFECTS OF NOISE

As Mendota looks to the future, it is critical that the City guarantee an amiable and noise conscious community, to ensure a pleasant acoustic environment for Mendota's residents. It is equally important that the City ensure that noise regulations keep pace with new anticipated development.

Through implementation of the goals, policies and action items presented in this Noise Element Mendota looks forward to an amiable and noise conscious community and a pleasant acoustic environment for Mendota's residents and visitors. Each of the major potential noise sources of the City, and how this General Plan will help to control them into the future is described below.

## Stationary Noise Sources

From a land-use planning perspective, fixed-source noise control issues focus on two goals: (1) preventing the introduction of new noise-producing uses in noise-sensitive areas; and (2) preventing encroachment of noise-sensitive uses upon existing noise-producing facilities. The first goal can be achieved by applying noise performance standards to proposed new noise producing uses. The second goal can be met by requiring that new noise-sensitive uses near noise-producing facilities include mitigation measures to ensure compliance with noise performance standards. Each of these goals stresses the importance of avoiding the location of new uses that may be incompatible with adjoining uses.

As additional development occurs throughout the City, the potential exists for new noise-sensitive land uses to encroach upon existing or proposed stationary noise sources. Although the specific types of land uses to be developed are not known at this time, development of new stationary noise sources may result in a noticeable increase in ambient noise levels at nearby existing noise-sensitive land uses. The policies created herein to regulate stationary noise sources will work towards preventing the introduction of new noise-producing uses in noise-sensitive areas and the encroachment of noise-sensitive uses upon existing noise-producing facilities within the City of Mendota today and in the future.

## Aircraft

Future growth within the City may result in new development within the projected noise contour of the Mendota Municipal Airport. In addition, as residential development increases in the City, more noise-sensitive land uses may be in close proximity to one or more of the common aircraft approach paths to the airport. Factors that would affect noise exposure associated with future development are difficult to ascertain at this time. Of particular concern are flights occurring during the more noise-sensitive evening and nighttime hours, which could result in increased levels of annoyance and sleep disruption. The policies created herein that result in awareness about noise and noise-related impacts generated by the Mendota Municipal Airport will work towards preventing and easing any existing or future conflicts concerning aircraft noise and aircraft noise exposure to the residents of Mendota.

## Roadways

The proposed General Plan Land Use scenario would result in substantial increases in traffic noise levels along various roadway segments, including portions of Belmont Avenue, Derrick Avenue (i.e., SR 33), and California Avenue (see **Table 5-4,** presented below). As compared with existing traffic noise levels (**Table 5-2,** presented earlier), the largest increase in traffic noise levels associated with future development is anticipated to occur along California Avenue, West of SR 33. The policies created herein would help to reduce existing and future noise-related impacts and ambient noise levels associated with traffic throughout the City of Mendota, ensuring safety and a pleasant acoustic environment.

## Railroad

The UPRR does not anticipate substantial changes in freight train traffic, nor to existing noise levels, (see **Table 5-3,** presented earlier**)** in future years (Fresno County 2000, UPRR 2007). However, future development associated with implementation of the proposed General Plan could result in increased exposure to railroad noise levels

that would exceed normally acceptable noise criteria for land use compatibility. The policies created herein would help to reduce existing and future noise-related impacts and ambient noise levels associated with the Union Pacific Railroad as it continues to bring Mendota's products to the rest of the country.

TABLE 5-4: PREDICTED TRAFFIC NOISE LEVELS PROPOSED GENERAL PLAN BUILDOUT

| Roadway Segment | Predicted Noise Level at 50 ft from Centerline of Near Travel Lane (dBA Ldn/CNEL) | Distance to Noise Contour (dBA Ldn/CNEL) | | |
|---|---|---|---|---|
| | | 60 | 65 | 70 |
| California Avenue, West of State Route 33 | 70.11 | 570.5 | 180.5 | 57.4 |
| SR33 (Derrick Avenue), South of California Avenue | 74.39 | 1528.7 | 483.5 | 153.0 |
| SR33 (Derrick Avenue), North of California Avenue | 72.99 | 1108.7 | 350.7 | 111.1 |
| Belmont Avenue, West of SR33 (Derrick Avenue) | 71.84 | 849.2 | 268.6 | 85.1 |
| SR33 (Derrick Avenue), South of Belmont Avenue | 73.2 | 1163.9 | 368.1 | 116.1 |
| SR33 (Derrick Avenue), North of Belmont Avenue | 70.22 | 639.7 | 202.6 | 65.1 |
| Belmont Avenue, SR33 (Derrick Avenue) to 9th Street | 69.74 | 548.7 | 173.7 | 55.6 |
| Belmont Avenue, 9th Street to Quince Street | 70.43 | 643.5 | 203.7 | 65.0 |
| Belmont Avenue, Quince Street to SR180 (Oller Street) | 69.95 | 576.1 | 182.4 | 58.3 |
| SR180, Belmont Avenue to Whitesbridge Ave Alignment | 74.23 | 1474.9 | 466.5 | 147.6 |
| SR180 (Oller Street), Belmont Avenue to 9th Street | 70.12 | 571.7 | 180.9 | 57.5 |
| SR180 (Oller Street), 9th Street to Derrick Street | 69.60 | 508.1 | 160.8 | 51.2 |
| SR33, North of Bass Avenue | 75.24 | 1858.7 | 587.8 | 186.0 |
| Bass Avenue, East of SR33 | 67.49 | 312.4 | 99.0 | WR |
| Derrick Avenue, Bass Avenue to Oller Street | 71.20 | 734.4 | 232.3 | 73.7 |

Traffic noise levels were calculated using the FHWA roadway noise prediction model (FHWA-RD-77-108), based on data obtained from the traffic analysis prepared for this project. Assumes no natural or man-made shielding (e.g., vegetation, berms, walls, buildings).

WR = Within Right-of-Way

# GOALS AND POLICIES

## QUALITY OF LIFE AND NOISE (GENERAL)

**GOAL N-1** *Prevention of noise from interfering with human activities and protection of the community from the harmful effects of exposure to excessive noise, maintaining an amiable community in which to live for the residents of Mendota.*

**POLICY N-1.1** *The City shall adopt a noise ordinance consistent with the stated policies and within its capacity to enforce equitably.*

**ACTION N-1.1.1** *Within one (1) year of adoption of the General Plan, the City shall adopt a noise ordinance to resolve conflicts and to control unnecessary noise in the City, consistent with the noise level performance protection standards identified in* ***Table 5-5****, below. The Subdivision and Zoning Ordinances (Titles 16 and 17 respectively) shall be updated accordingly.*

**ACTION N-1.1.2** *The City shall periodically review and update the noise element to ensure policies are consistent with changing conditions in the City's noise environment. Current standards are what the City will use.*

**ACTION N-1.1.3** *The County shall develop an effective noise control program that includes the aforementioned noise ordinance (1) defining acceptable noise levels based on land use, (2) setting forth monitoring methodology and determination of violations, (3) defining exemptions and variance procedures, and (4) delineating enforcement and abatement procedures; and a public information program to inform county residents of the impact of noise on their lives.*

**POLICY N-1.2** *The City shall include noise mitigation measures in the design and use of new development projects when necessary.*

**ACTION N-1.2.1** *The city shall require development proposals to conform to the policies of the City's Noise Element ensuring compatibility with the existing noise environment.*

**ACTION N-1.2.2** *When determining the significance of impacts and appropriate mitigation to reduce those impacts for new developments projects, the following criteria shall be taken into consideration.*

*Where existing or projected ambient noise levels are less than 60 dBA Ldn /CNEL at the outdoor activity areas of residential uses, an increase of more than 5 dBA Ldn/CNEL caused by a new transportation noise source will be considered significant.*

*Where existing or projected ambient noise levels range between 60 and 65 dBA Ldn/CNEL at the outdoor activity areas of residential uses, an increase of more than 3 dBA Ldn /CNEL caused by to a new transportation noise source will be considered significant.*

*Where existing or projected ambient noise levels are greater than 65 dBA Ldn /CNEL at the outdoor activity areas of residential uses, an increase of more than 1.5 dBA Ldn/CNEL caused by new transportation noise source will be considered significant.*

**ACTION N-1.2.3** *Where proposed non-residential land uses are likely to produce noise levels at existing or planned noise-sensitive uses that could exceed the City's noise standards (**Table 5-5**, below), an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design. Development of procedures that monitor and ensure implementation of noise mitigation measures pursuant to an acoustical analysis shall also be required.*

**POLICY N-1.3** *Avoid placing noise-sensitive receptors near high noise-generating land uses. Noise-sensitive development is considered to be locations or areas where dwelling units or other fixed, developed sites where frequent human use occur (i.e. residences, transient lodging, churches, meeting halls, schools, theatres, auditoriums, music halls, hospitals, nursing homes, office buildings , libraries, museums, playground, parks, etc.).*

**ACTION N-1.3.1** *To reduce heavy truck traffic in residential areas and near noise-sensitive land uses associated with discretionary projects, the City will review truck routes to ensure traffic noise impacts are minimized.*

**ACTION N-1.3.2** *The City shall require land use decisions to conform to exterior noise-related land compatibility criteria as shown in* ***Table 5-6,*** *below, and establish recommended interior noise levels for sensitive land uses (e.g., residences, schools, daycares, hospitals and other similar uses) as shown in* ***Table 5-7****, below. The City shall not approve the placement of residential or other noise-sensitive land uses in areas that exceed these noise standards without the provision of noise attenuation features that result in noise levels meeting the established noise standards.*

**ACTION N-1.3.3** *Since activities associated with agricultural operations (such as crop dusting, tractor operations, and machinery operation, etc.) are recognized as noise sources that may be considered annoying to some persons, and these activities can occur during the daytime and nighttime hours, new development of residential uses adjacent to agricultural uses shall provide full disclosure of potential noise sources to future residents consistent with the right to farm ordinance anticipated for adoption by the City.*

**POLICY N-1.4** *The City will include noise mitigation measures in the design and use of new roadway projects.*

**ACTION N-1.4.1** *Determinations of significance for roadway improvement projects, which are not directly tied to a development project, shall be based on projected increases in ambient noise levels, as identified in Policy* **N-1.2**.

**POLICY N-1.5** *The General Plan shall be consistent with the noise requirements of the Mendota Municipal Airport as determined by the Fresno County Airport Land Use Policy Plan.*

**POLICY N-1.6** *The City shall work to seek procedures that result in an awareness about noise and noise-related impacts generated by the Mendota Municipal Airport.*

**ACTION N-1.6.1** *The City shall require the use of easements, disclosure statements or other appropriate disclosure measures to ensure that new development within any airport influence area are informed of the presence of the airport and its potential for creating current and future noise.*

**POLICY N-1.7** *The City shall work to reduce noise and minimize the impact of noise from existing and projected future railway operations and activities.*

**ACTION N-1.7.1** *The City shall require that new vibration-sensitive development shall be discouraged within 200 feet of all railroad tracks and other identified sources of strong ground vibration to the extent feasible. Vibration sensitive development is considered to be locations or areas where dwelling units or other fixed, developed sites where frequent human use occur (i.e. residences, transient lodging, churches, meeting halls, schools, theatres, auditoriums, music halls, hospitals, nursing homes, office buildings, libraries, museums, playgrounds, neighborhood parks). For such sites proposed within 200 feet of any significant source of groundborne vibration, a vibration study shall be conducted prior to construction by a qualified consultant to ensure that persons would not be exposed to excessive vibration levels that would be disruptive (e.g., potential to interrupt sleep) or cause structural damage. The results of the study shall include performance standards to fully mitigate vibration impacts, which may take the form of building setbacks, site design, soil compaction/grouting, and other appropriate methods.*

**POLICY N-1.8** *The City shall implement acceptable restrictions for various noise-producing activities throughout the City.*

**ACTION N-1.8.1** *Noise created by construction activities, as shown in* ***Table 5-8****, shall be limited to the daytime hours of 7:00 a.m. to 7:00 p.m. and prohibited on federal holidays. Construction activities that would result in safety or traffic-related concerns during the daytime hours may be permitted during the more noise-sensitive nighttime hours with approval from the City's Public Works director.*

**ACTION N-1.8.2** *Construction equipment and equipment staging areas shall be located at the furthest distance possible from adjacent land uses.*

**ACTION N-1.8.3** *The City shall consider limiting the hours of operation for loading docks, trash compactors, waste collection, and other noise-producing activities associated with commercial areas which are located adjacent to existing or planned noise-sensitive land uses.*

### TABLE 5-5: EXTERIOR NOISE LEVEL PERFORMANCE PROTECTION STANDARDS FOR NOISE SENSITIVE LAND USES AFFECTED BY NON-TRANSPORTATION NOISE SOURCES

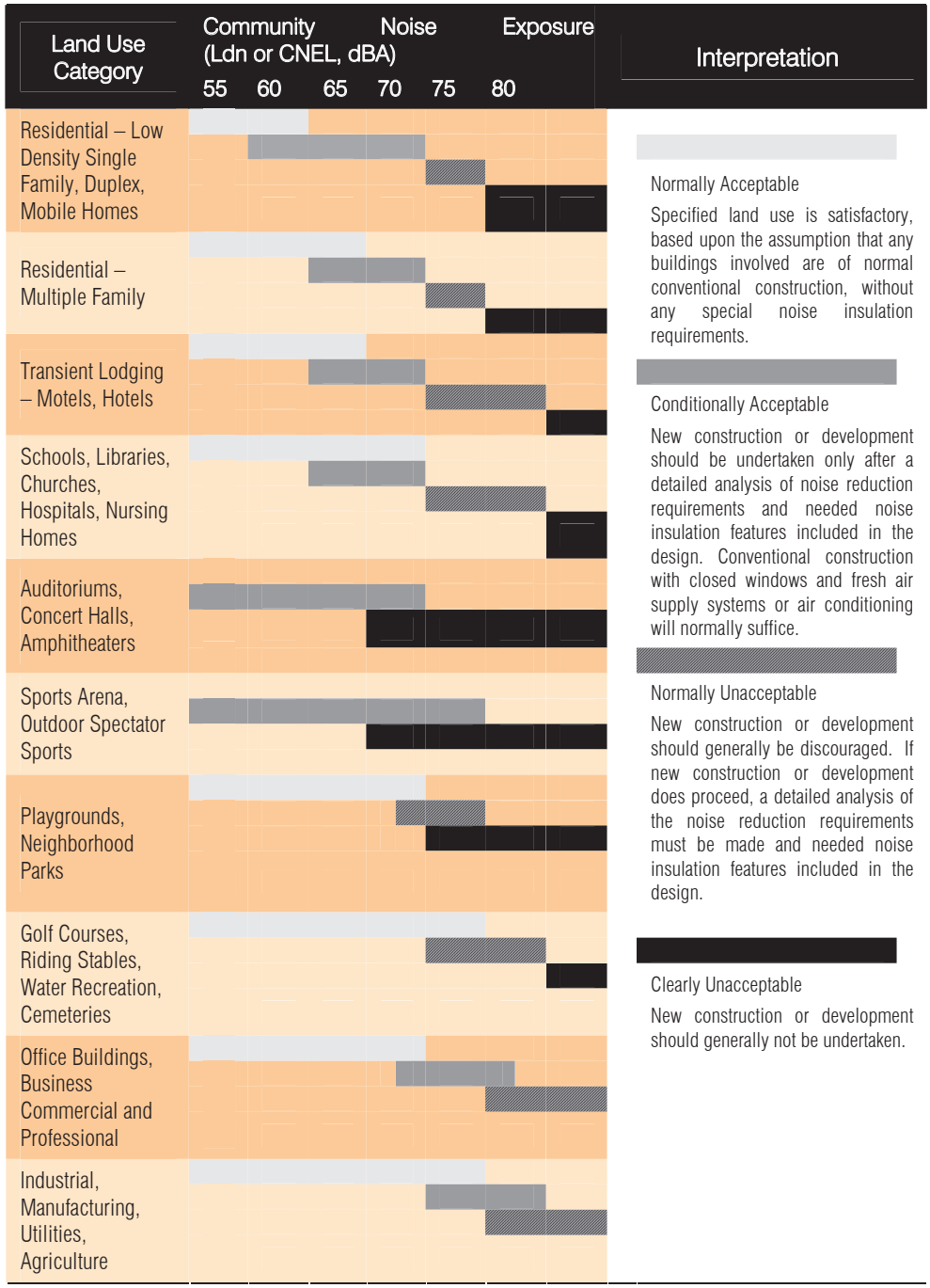
| Noise Level Descriptor | Daytime (7 a.m. to 7 p.m.) | Evening (7 p.m. to 10 p.m.) | Nighttime (10 p.m. to 7 a.m.) |
|---|---|---|---|
| Hourly-Average (Leq), dBA | 55 | 50 | 45 |
| Maximum (Lmax), dBA | 70 | 60 | 55 |

The noise levels specified above shall be lowered by 5 dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings). The City can impose noise level standards which are more or less restrictive than those specified above based upon determination of existing ambient noise levels. Fixed-noise sources which are typically of concern include, but are not limited to, the following: HVAC Systems, Cooling Towers/Evaporative Condensers, Pump Stations, Lift Stations, Emergency Generators, Boilers, Steam Valves, Steam Turbines, Generators, Fans / Blowers, Air Compressors, Heavy Equipment, Conveyor Systems, Transformers, Pile Drivers, Grinders, Drill Rigs, Gas or Diesel Motors, Welders, Cutting Equipment, Outdoor Speakers.

The exterior noise level standard shall be applied at exterior activity areas. In areas where exterior activity areas are not clearly defined the noise level standard shall be applied at the property line of the receiving land use or at a distance of 100 feet from the residence, whichever location is nearest to the residence.. For multi-family dwellings, an onsite common open-space or recreation area may be designated as the open space area in lieu of individual dwelling balcony or patio areas. If the ambient noise level exceeds the noise standards identified in the above categories, the maximum ambient noise level shall be the noise standard for that category.

Note: For the purposes of the Noise Element, transportation noise sources are defined as traffic on public roadways, railroad line operations, and aircraft in flight. Control of noise from these sources is preempted by Federal and State regulations. Other noise sources are presumed to be subject to local regulations, such as a noise control ordinance. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, loading docks, etc. a noise control ordinance. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, loading docks, etc.

## TABLE 5-6: STATE OF CALIFORNIA EXTERIOR LAND USE COMPATIBILITY NOISE CRITERIA




Source: California GOPR 2003

TABLE 5-7: MAXIMUM ALLOWABLE INTERIOR NOISE EXPOSURE FOR TRANSPORTATION NOISE SOURCES

| Land Use | Interior Spaces (1) | |
|---|---|---|
| | Ldn/CNEL, dBA | Leq, dBA (2) |
| Residential-Low Density Single Family, Duplex, Mobile Homes | 45 | -- |
| Residential-High Density Multi-Family | 45 | -- |
| Transient Lodging | 45 | -- |
| Churches, Meeting Halls, Schools | -- | 45 |
| Theaters, Auditoriums, Music Halls | -- | 35 |
| Hospitals, Nursing Homes | 45 | -- |
| Office Buildings | -- | 50 |
| Libraries, Museums | -- | 45 |
| Playgrounds, Neighborhood Parks | -- | -- |

Interior noise standards are in addition to the exterior land use compatibility noise criteria identified in **Table 5-5**, presented earlier.. In the case of hotel/motel facilities, transient lodging, or multi-family dwellings, outdoor activity areas such as balconies or pool areas may not be included in the project design. In these cases, only the interior noise level criterion will apply. Where it is not practical to mitigate exterior noise levels at patio or balconies of apartment complexes, a common area such as a pool or recreation area may be designated as the outdoor activity area.

As determined for a typical worst-case hour during periods of use.

TABLE 5-8: TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS

| Equipment | Typical Noise Level (dBA Lmax) 50 feet from Source |
|---|---|
| Backhoe | 80 |
| Compactor | 82 |
| Dozer | 85 |
| Grader | 85 |
| Loader | 85 |
| Truck | 88 |
| Air Compressor | 81 |
| Concrete Mixer | 85 |
| Concrete Pump | 82 |
| Concrete Vibrator | 76 |
| Crane, Mobile | 83 |
| Generator | 81 |
| Impact Wrench | 85 |
| Jack Hammer | 88 |
| Paver | 89 |
| Pneumatic Tool | 85 |
| Pump | 76 |
| Roller | 74 |
| Saw | 76 |

Sources: Federal Transit Administration 2006

# CHAPTER 6:
# SAFETY ELEMENT

# SAFETY ELEMENT

*The most common hazards known to occur within Mendota's Planning Area are associated with flooding, geology and seismicity, fire and hazardous materials. Other potential hazards in Mendota include at-grade railroad crossings and aircraft operations at the Mendota Municipal Airport.*

*This Element establishes a framework of goals and policies that will provide the basis for proficient land use planning to reduce unreasonable risks and to protect public health and welfare from hazards. This section of the General Plan also includes maps of known hazards in the Planning Area, such as seismic hazards and floodplains.*

**Common natural and manmade hazards such as earthquakes, wildfires, floods, severe storms, and hazardous materials can pose a threat to life and livelihood in developed areas.**

**Severe events have caused loss of life, injuries, property damage, and setbacks to industry and economic development in communities by many years. Yet, there are proven approaches that, when implemented, can significantly reduce the impact of natural and manmade disasters.**

## HOW THE SAFETY ELEMENT IS ORGANIZED

The Safety Element is organized into four main sections as follows:

- Introduction: This section includes an overview of the purpose of the element and the element's relationship to other elements in the General Plan;
- A Setting section provides a description of the existing hazards in the Planning Area and an overview of major safety issues;
- A Safe Community: This section summarizes how the Mendota General Plan addresses identified hazards to ensure a safe community into the future; and
- A Goals and Policies section, including discussion of the following issues: flooding, geologic and seismic hazards, fire hazards, hazardous materials and emergency planning.

# SAFETY ELEMENT

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# SAFETY ELEMENT

## INTRODUCTION

### PURPOSE OF THE SAFETY ELEMENT

The Safety Element addresses a wide range of issues related to human health and safety. This Element helps guide land use decisions by identifying potential safety hazards and establishing appropriate policies to protect life and property in Mendota. The overall intent of the Safety Element is to protect persons and property by identifying potential hazards within the community, minimizing those potential risks whenever possible, and providing for appropriate and timely response during catastrophic events.

This Element has been prepared in conformance with all mandatory requirements of State law as outlined in the introduction of this Update. Specific topics addressed include:

- Flooding
- Geologic formations and seismic hazards
- Hazardous materials and waste
- Wildland and urban fire hazards
- Emergency response

The goals and policies listed at the end of the Safety Element attempt to minimize the risk of injury and death as well as reduce the impacts to property resulting from identified hazards in the Planning Area.

### RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Safety Element is expected to affect land use policies and therefore it should be coordinated with the Land Use Element. Health and safety considerations may present justification for lowering residential density in conjunction with land use decisions, based partly on seismic and flood risks. Because of this intimate connection between public safety and land use, Safety Element policies are also closely coordinated with the policies of the Open Space and Conservation, Housing and Circulation Elements as they relate to the locations of urban versus open space land uses, housing density and transportation routes.

# SAFETY SETTING

Safety concerns for the City of Mendota have historically fallen into two main categories: natural hazards, which include flooding, seismic/geologic hazards and wildfire; and man-made hazardous materials and urban fire. Please refer to the Mendota General Plan Update - Background Report, available from the Mendota City Hall, for a detailed discussion regarding existing conditions that affect the City of Mendota.

## NATURAL HAZARDS

### Flooding

Stormwater runoff in the City of Mendota is accommodated through a combination of surface and subsurface drainage facilities. Most of the stormwater runoff in the City drains either to Bass Avenue in the northern portion of the City or to the Union Pacific Railroad right-of-way located in the southeast, near the end of Belmont Avenue. The majority of stormwater runoff flows easterly via surface areas (primarily streets) to the Fresno Slough.

Flooding is a key concern for residents of Mendota and primary affects two main areas of the City. The first area is located in the northwestern portion near the intersection of SR 33 (Derrick Avenue) and Bass Avenue. One of the City's two designated stormwater retention basins is located northeast of this intersection, in the Hacienda Gardens development area. According to the City Engineer, this approximately twenty acre-foot (AF) basin periodically fails.

The City also experiences flooding due to runoff from Panoche Creek, which lacks an established drainage course to the Fresno Slough as it approaches the City from the west. Panoche Creek terminates at Belmont Avenue approximately seven miles west of the existing City limits. Flooding along Belmont Avenue within the City has been partially alleviated by a storm drain project that involved the construction of a block wall along the northern right-of-way of Belmont Avenue and by raising the elevation of each cross-street intersection. The project was designed to channel floodwater from the west along Belmont Avenue and prevent flooding in the rest of the City to

the north. Stormwater on Belmont Avenue continues eastward to the Caltrans right-of-way at SR 180 and then proceeds south towards the Fresno Slough. Areas of the City prone to flooding are illustrated on **Figure 6-1.**

### Seismic Hazards

Seismically, Mendota is in a zone of low primary seismic hazard. No major faulting has occurred along the Mendota margin of the central San Joaquin Valley. The nearest fault to the City of Mendota is the Ortigalita Fault, which is located approximately 30 miles west, near the community of Panoche. This fault zone extends approximately 50 miles from western Stanislaus County to the far northwestern corner of Fresno County. Most of the fault is considered active and has been designated an Earthquake Hazard Zone under the Alquist-Priolo Earthquake Fault Zoning Act of 1994.

Although most of Fresno County is situated within an area of relatively low seismic activity, the faults and fault systems that lie along the eastern and western boundaries of the County, as well as other regional faults, have the potential to produce high-magnitude earthquakes throughout the County. The San Joaquin Valley is located on alluvial deposits, which tend to experience greater ground shaking intensities than areas located on hard rock. Therefore, structures in the San Joaquin Valley would tend to suffer greater damage from ground shaking than those located in the foothill and mountain areas. Secondary damage to structures results from liquefaction and seismic compaction, land sliding and dam failure. **Figure 6-2** shows the location of the nearest faults in relation to the Planning Area.

### Land Surface Subsidence

The City of Mendota is on the edge of an area of deep subsidence according to the Fresno County General Plan (2000). Land surface subsidence can result from both natural and man-made phenomena. Settlement related to human activities is often caused by overpumping or overdraft of groundwater.

Overdraft of shallow groundwater beginning in the 1920s resulted in dramatic land surface subsidence within several areas of the San Joaquin Valley ultimately the water table to drop from just below the surface in many areas to over 200 feet in the southern San Joaquin Valley. By 1970, 5,200 square miles of the Valley were affected and maximum subsidence exceeded 28 feet in an area west of Mendota. Through the importation of large amounts of surface water beginning in 1968 from the California Aqueduct and other irrigation projects, the use of groundwater was significantly reduced, resulting in the stabilization of land subsidence.

### Wildfire

Fire hazards threaten lives, property and natural resources, and present a considerable problem to vegetation and wildlife habitats. Mendota is generally free from major wildland fires due to the urban and agricultural nature of the Planning Area. Suppression of urban fire is determined by issues such as proximity of fire stations (response time), adequate water flow and roadway access to serve fire fighting equipment.

## MAN-MADE HAZARDS

### Hazardous Materials and Waste

Hazardous materials are those which have the potential to cause death or serious illness during the use, processing, storage, transport or disposal of such materials. Hazardous materials and waste contributes to environmental and human health hazards that have become an increasing public concern. Almost all land uses may involve hazardous materials, however, the use and disposal of hazardous materials and waste is generally regulated to varying degrees. Areas previously contaminated by these materials are required by the California Department of Toxic Substances Control to be identified and remediated. Transport of hazardous materials on area roadways is also subject to various Federal and State regulations.

Agricultural operations in the area surrounding the City regularly store and use a variety of pesticides and herbicides. None of the pesticides reportedly used are persistent in soil, and if they were applied according to manufacturer's directions, should be at residual levels below that which is harmful to human dermal contact. However, improper disposal of pesticides or fertilizers can degrade the subsoil, pollute surface and groundwater and create health hazards to humans and animals. Applications of such chemicals are governed by various state and federal standards and regulated by the County Agricultural Commissioner. Residual chemicals associated with current and past agricultural activities may be present at differing levels in the planning area.

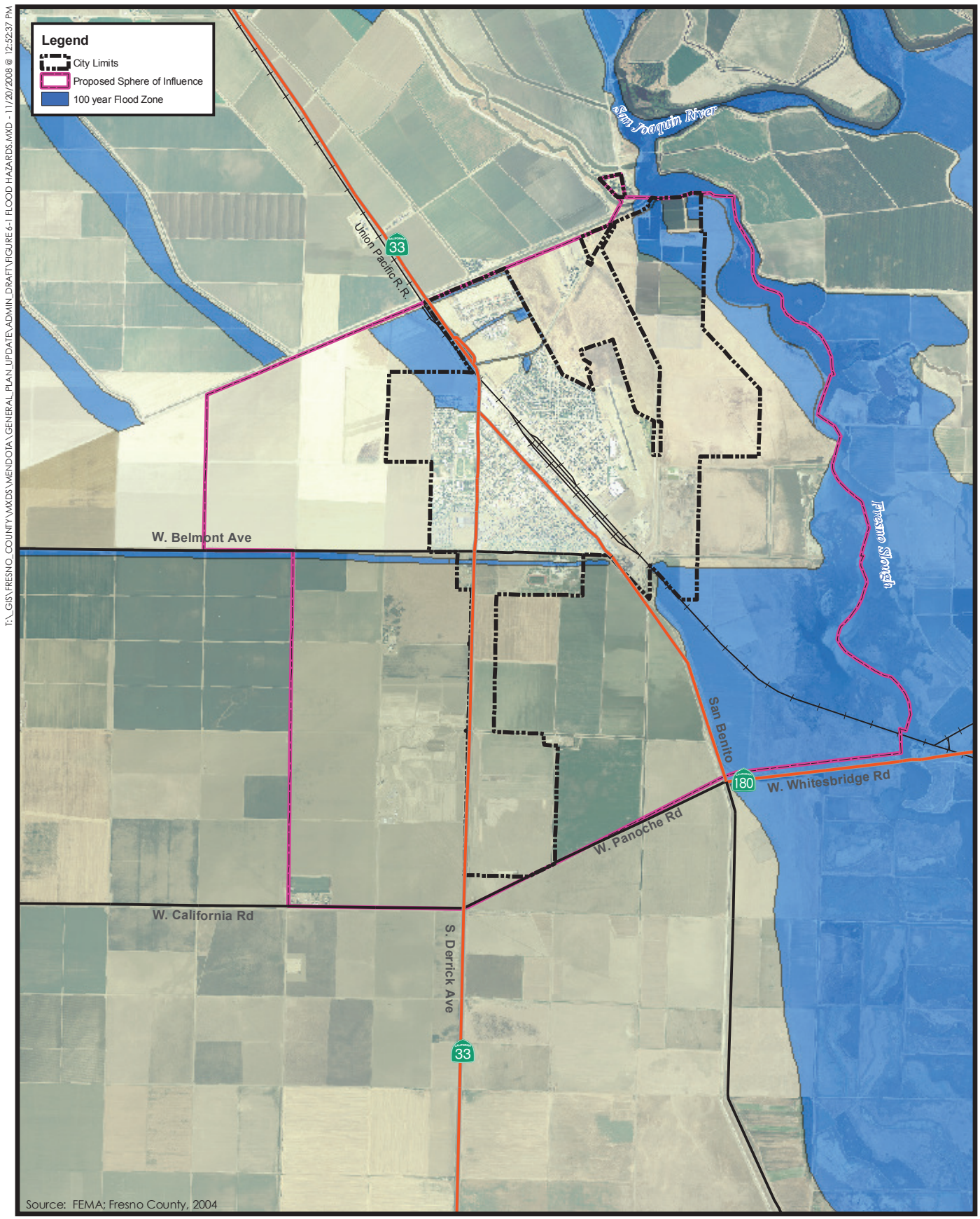


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**Figure 6-1**
Flood Hazards

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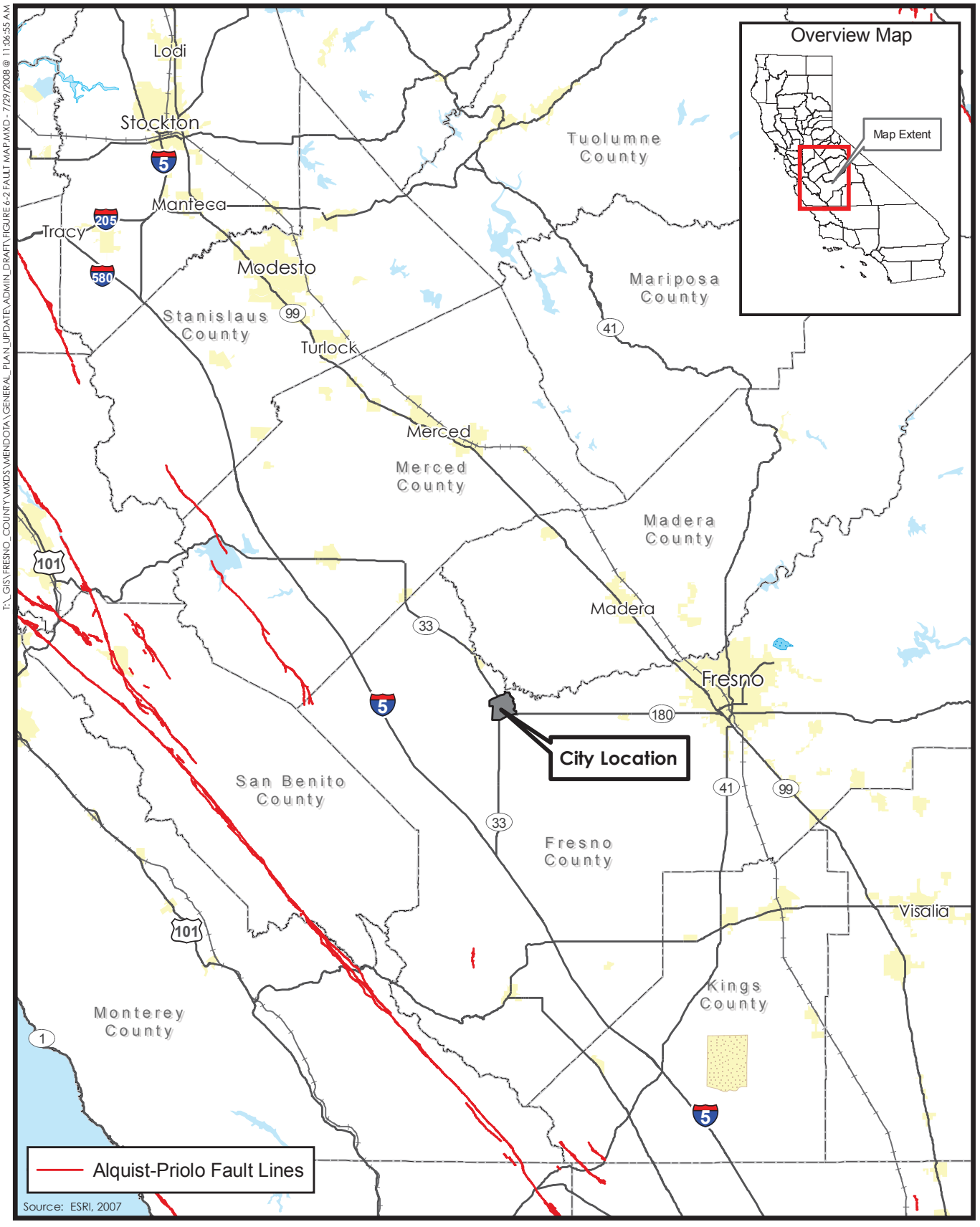



**Figure 6-2**
Regional Fault Map

PMC

### Other Man-made Hazards

Other potential hazards in Mendota include at-grade railroad crossings and aircraft operations at the Mendota Municipal Airport. The City is bisected by the Union Pacific Railroad (operated by San Joaquin Valley Railroad) that runs parallel to State Route 180, between Naples Street and Marie Street. Movement between the two sections of the City that are separated by the railroad is severely restricted. The only crossing within the central portion of the City is via 9th Street. One additional crossing occurs to the northwest on SR 33, just south of the Bass Avenue intersection.

At-grade railroad crossings are generally considered safe; however, the planned growth of the community and the associated increase in traffic has the potential for increasing the number of accidents that occur at these locations.

The Mendota Municipal Airport is located in the eastern portion of the City. The airport is classified as a basic utility airport and has a single landing strip. The airport and surrounding area is regulated by the *Fresno County Airport Land Use Policy Plan* (1983), which the City has adopted as its own. The airport plan lists land use compatibility policies and addresses safety and noise issues related to aircraft operations. Safety restrictions include height limitations of buildings within the vicinity of the airport and safety zones that limit allowable residential uses and other activities.

## EMERGENCY RESPONSE

The California Emergency Services Act (1970) requires the City to manage and coordinate the overall emergency response and recovery activities within its jurisdiction. The Standard Emergency Management System (SEMS) was instituted by the State to coordinate government agencies during emergencies. SEMS is focused on standardizing the organizational structure and terminology at all levels of government.

In accordance with SEMS, Mendota prepared an Emergency Operations Plan (EOP) in 2006 that describes emergency operations organization and management; specifies policies and general procedures; and provides for coordination of planning efforts of the various emergency staff and service elements utilizing the SEMS. The EOP serves as an extension of the *California Emergency Plan* (2005), which defines the emergency management system used for all emergencies in the State. The objective of the EOP is to incorporate and coordinate all the facilities and personnel of the City into an efficient organization capable of responding to any emergency. The Mendota Office of

Emergency Services has overarching responsibility for coordinating the City's response to hazards and threats. Fire and police services are also discussed in the Land Use Element.

### Overview of Major Safety Issues

The City has encouraged public participation and held community workshops to guide the General Plan Update and visioning process for the community.

The community identified the following safety needs to be addressed in the Update:

- The General Plan Update must address drainage facilities serving the City and the need for improvements and expansion to accommodate new development.
- Efforts to minimize the effects of seismic hazards should be incorporated into the design of new development and should be incorporated into existing development as feasible.
- The community should be protected from hazards associated with fire.
- The railroad and Municipal Airport are considered to be assets to the City, but potential harm associated with continued and future use should be addressed.

The Goals and Policies set forth in this Update will reduce the effects of these safety concerns as well as other potential hazards in the Planning Area.

## A SAFE COMMUNITY

As Mendota looks to the future, it is critical that the City safeguard public health, safety and prosperity by providing and maintaining facilities and programs that enable the community to live in balance with natural and manmade systems. It is equally important that the City ensure that public services keep pace with new anticipated development. The City has developed the following strategies to secure the health and safety of Mendota's residents and visitors.

### Natural Hazards

#### Flooding

In order to reduce the impacts of flooding in existing areas of Mendota as well as future development areas, the City has identified the need for a Stormwater Drainage Master Plan. This proposed plan would coordinate stormwater quality requirements on a regional basis examine existing deficiencies in the storm drain system and recommend necessary improvements to provide adequate stormwater drainage.

### Seismic Hazards

Although Mendota is located in a zone of low primary seismic hazard, the City will continue to require examination of geologic hazards and on-site soils for future development. In addition, the City will promote awareness of seismic safety issues and the retrofitting of public facilities and structures.

### Wildfire

The Planning Area includes new land surrounding the existing City that may be susceptible to wildland fires. However, most of this area has already been altered from its natural state for agricultural purposes, which reduces the threat of wildland fires. The City will coordinate with the Fresno County Fire Protection District to ensure that any areas potentially affected by wildland fire hazards will be adequately protected.

## MAN-MADE HAZARDS

### Hazardous Materials and Waste

Toxicity and contamination of soils, water, air and organisms present hazards of varying severity that can be controlled and minimized by proper waste management and disposal. As outlined in the goals and policies of this Element, the City will continue to ensure that applicable County, State or Federal regulations regarding hazardous materials and waste are enforced and that land uses involving such materials are sited appropriately in the community. In addition, the City will coordinate with the Fresno County Environmental Health Division regarding hazardous materials issues.

### Other Hazards

The City recognizes that the railroad and the Mendota Municipal Airport are valuable facilities; however, they also represent potential hazards to the community. The City shall address these safety issues by coordinating with the Union Pacific Railroad regarding at-grade rail crossings and by developing an Airport Master Plan that will include analysis of potential conflicts associated with future development near the airport and potential increased airport operations.

## PUBLIC SERVICES

Having adequate and sustainable public services from water and sewer pipes to fire and police protection is critical to supporting a vibrant and growing community. Although policies contained in this Element address this concern, many goals and policies addressing Public Services can be found in the Land Use Element of this Update.

# GOALS AND POLICIES

## GENERAL

**GOAL S-1** *Safeguard the lives and property of the residents of Mendota from unnecessary risk due to fire, flooding, earthquakes and other natural and man-made hazards by providing and maintaining facilities and programs that enable the community to live in balance with natural and manmade systems.*

**POLICY S-1.1** *The City shall periodically evaluate existing systems and safety programs to ensure the provision of sustainable infrastructure to support and protect the community and future growth.*

## FLOODING (PLEASE ALSO REFER TO THE LAND USE ELEMENT FOR GOALS AND POLICY RELATED TO LAND USE, STORMWATER AND EMERGENCY PREPAREDNESS)

**GOAL S-2** *Minimize the risk to life and property from flooding.*

**POLICY S-2.1** *The City shall manage flood prone areas consistent with the requirements of the Federal Emergency Management Agency (FEMA) and Fresno County.*

**POLICY S-2.2** *The City shall develop and periodically update flood hazards maps and other relevant data regarding potential flooding hazards.*

**POLICY S-2.3** *The City should develop and maintain a Drainage Master Plan to control runoff and improve stormwater quality. The Plan should coordinate stormwater quality requirements on a regional basis and establish an inventory and assessment of the adequacy of flood control measures throughout the City. The Plan should also identify and prioritize necessary improvements and provide mechanisms for funding such improvements.*

**POLICY S-2.4** *Once the Master Drainage Plan is adopted, the City should require engineered drainage plans for all new development consistent with the City's new Master Drainage Plan and applicable federal and state laws. Drainage plans should be submitted with redevelopment applications.*

**POLICY S-2.5** *Once the Master Drainage Plan is adopted, the City should establish a fee developers may pay in lieu of on-site management of stormwater runoff. The fees should be used to fund regional stormwater projects within the same watershed.*

**POLICY S-2.6** *The City shall require flood control structures, facilities and improvements to be designed to conserve resources, incorporate and preserve scenic values and to incorporate opportunities for recreation, where appropriate.*

**POLICY S-2.7** *New development shall provide site plans that identify all floodplains, flood hazards and other natural drainages. New development should be required to preserve natural drainage features and vegetation to the maximum extent practical or to otherwise maintain pre-development site hydrology by using site design techniques that store, infiltrate, evaporate or detain runoff. All new development shall comply, at minimum, with current municipal National Pollutant Discharge Elimination System requirements for peak flow, stormwater quality and runoff volume.*

**POLICY S-2.8** *New development that would result in new or increased flooding impacts on adjoining parcels or other nearby areas shall be prohibited.*

**POLICY S-2.9** *The City shall impose appropriate conditions on grading projects performed during the rainy season to ensure that silt is not conveyed to storm drainage systems.*

**POLICY S-2.10** *In the event of dam failure, the City will follow Fresno County emergency plans for the safe evacuation of people from areas subject to inundation from dam failure.*

## SEISMIC HAZARDS

**GOAL S-3** *Protect human life, reduce the potential for serious injury and minimize the risk of property losses from the effects of earthquakes, including fault rupture, ground shaking and liquefaction-induced ground failure.*

**POLICY S-3.1** *All new buildings, structures and walls shall conform to the latest seismic and geologic safety structural standards of the California Building Code.*

**POLICY S-3.2** *The City shall require the preparation of a soils engineering and geologic-seismic analysis prior to permitting development in areas prone to geologic or seismic hazards.*

**POLICY S-3.3** *The City shall promote public awareness of methods to reinforce buildings and prevent damage, including bolting homes to their foundations and securing furniture and personal belongings within the home.*

**POLICY S-3.4** *Governmental facilities and other public use structures should be inspected for possible earthquake retrofitting.*

## FIRE – WILDFIRE

**GOAL S-4** *Reduce the risk of injury, loss of life and property damage resulting from fires.*

**POLICY S-4.1** *New development shall provide fire flow, emergency access and hydrants consistent with Fresno County Fire Protection District requirements.*

**POLICY S-4.2** *The City of Mendota should coordinate with the Fresno County Fire Protection District to ensure that adequate fire protection resources are available.*

**POLICY S-4.3** *The City should consider the establishment of a local Volunteer Fire Department.*

**POLICY S-4.4** *Development projects shall be designed to provide a fire buffer and will require on-going fuels management to limit the potential exposure of persons/structures to wildfire hazards.*

## HAZARDOUS MATERIALS

**GOAL S-5** *Protection from hazards associated with the use, transport, treatment and disposal of hazardous materials.*

**POLICY S-5.1** *The City shall require any commercial or industrial development that utilizes hazardous materials to properly store and dispose of the materials in a manner which will prevent leakage, potential explosions, fires or the escape of harmful gases.*

**POLICY S-5.2** *The City shall require any development that uses hazardous materials to meet all applicable County, State or Federal regulations concerning their transportation, use, storage or disposal. See also Circulation Element Policy* **C-2.3**.

**POLICY S-5.3** *Projects that use, store or require the transport of hazardous materials should require a Use Permit.*

**POLICY S-5.4** *Hazardous materials procedures should be consistent with the Fresno County Hazardous Waste Management Plan (HWMP).*

**POLICY S-5.5** *The City should coordinate with the Fresno County Environmental Health Division regarding hazardous materials storage, handling, transport and disposal issues.*

**POLICY S-5.6** *The City should develop a handbook summarizing local, State, County and Federal restrictions on hazardous materials and update periodically as needed. The handbook should be used as a tool for land for city staff and decision-makers and made available for review by the public.*

## OTHER SAFETY ISSUES

**GOAL S-6** *Safe railroad crossings for pedestrians, bicyclists and motorists.*

**POLICY S.6-1** *The City shall work with Union Pacific Railroad to ensure that all railroad crossings are as safe as possible. See also Circulation Element Policy* **C-2.4**.

**GOAL S-7** *Protection from potential harm associated with operation of the Mendota Municipal Airport.*

**POLICY S-7.1** *Promote safe air operations at the Mendota Municipal Airport through implementation of the Fresno County Airport Land Use Policy Plan. See also Circulation Element Policy* **C-7.1**.

**POLICY S-7.2** *The City shall prepare an Airport Master Plan to identify future needs, opportunities, land use constraints and hazards regarding the Mendota Municipal Airport. See also Land Use Element Policy* **LU-23.1**.

## EMERGENCY RESPONSE

**GOAL S-8** *Protection of the community in the event of a natural or man-made disaster.*

**POLICY S-8.1** *The City shall maintain, and update as necessary, the Mendota Emergency Operations Plan.*

**POLICY S.8-2** *The City shall maintain mutual aid agreements and communication links with surrounding jurisdictions for assistance during emergencies.*

## SAFETY IMPROVEMENTS

**GOAL S-9** *Safe public spaces for residents and visitors.*

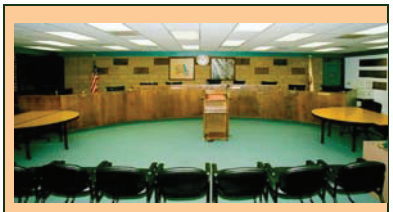
**POLICY S-9.1** *The Police, Public Works and the Redevelopment Agency should work together to identify and implement public safety improvements, including redevelopment and enhancement of existing public parks, plazas, parking areas and restrooms.*

**POLICY S-9.2** *Project Design should be reviewed by public safety providers.*

# CHAPTER 7: IMPLEMENTATION PLAN

# IMPLEMENTATION PLAN

*This section will be prepared after the public review process and will be included in the First General Plan submitted for adoption to the City Council.*



# CHAPTER 8: GLOSSARY

# GLOSSARY

**Access** - A way of approaching or entering a property, including ingress (the right to enter) and egress (the right to leave).

**Air Basin** - One of 14 self-contained regions minimally influenced by air quality in contiguous regions.

**Air Pollutant Emissions** - Discharges into the atmosphere, usually specified in terms of weight per unit of time for a given pollutant from a given source.

**Air Pollution** - The presence of contaminants in the air in concentrations that prevent the normal dispersive ability of the air and that interfere directly or indirectly with man's health, safety or comfort, or with the full use and enjoyment of property.

**Air Quality Standards** - The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

**Ambient Noise Level** - The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

**Annexation** - The incorporation of a land area into an existing community with a resulting change in the boundaries of that community.

**Arterial** - A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to nonresidential properties.

**A-Weighted Decibel** (dBA) - A numerical method of rating human judgment of loudness. The sound pressure level in decibels, as measured on a sound meter, uses an A-weighting filter to de-emphasize the very low and very high frequency components of sound in a manner similar to the response of the human ear.

**Buffer** - A strip of land designated to protect one type of land use from another with which it is incompatible. Where a commercial district abuts a residential district, for example, additional use, yard, or height restrictions may be imposed to protect residential properties. The term may also be used to describe any zone that separates two unlike zones such as a multi-family housing zone between single-family housing and commercial uses.

# GLOSSARY

**Building** - Any structure having a roof supported by columns or walls and intended for the shelter, housing or enclosure of any individual, animal, process, equipment, goods or materials of any kind or nature.

**Capital Improvement Program** - A proposed timetable or schedule of all future capital improvements (government acquisition of real property, major construction project, or acquisition of long lasting, expensive equipment) to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means of financing each project. Capital improvement programs are usually projected five or six years in advance and should be updated annually.

**Clean Air Act** - Federal legislation establishing national air quality standards.

**Collector** - A street for traffic moving between arterial and local streets, generally providing direct access to properties.

**Community Noise Equivalent Level** (CNEL) - The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m.

**Compatibility** - The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in zoning classifications is intended to achieve compatibility within the zoning district. Some elements affecting compatibility include: intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution, or radiation. On the other hand, many aspects of compatibility are based on personal preference and are much harder to measure quantitatively, at least for regulatory purposes.

**Condominium** - A building, or group of buildings, in which units are owned individually, and the structure, common areas and facilities are owned by all the owners on a proportional, undivided basis.

**Conservation** - The management of natural resources to prevent waste, destruction or neglect.

**Council of Governments (COG)** - A regional planning and review authority, such as Fresno County Council of Government, whose membership includes representation from all communities in the designated region.

# GLOSSARY

**Coverage** - The proportion of the area of the footprint of a building to the area of the lot on which its stands.

**Day-Night Average Level** (Ldn) - The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m.

**Decibel** (dB) - A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

**Density** - The number of families, individuals, dwelling units or housing structures per unit of land; usually density is expressed "per acre." Thus, the density of a development of 100 units occupying 20 acres is 5.0 units per acre.

**Development** - The division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation or enlargement of any structure; any mining, excavation, landfill or land disturbance, and any use or extension of the use of land.

**Development Impact Fees** - A fee or charge imposed on developers to pay for the costs to the community of providing services to a new development.

**Development Plan** - A plan, to scale, showing uses and structures proposed for a parcel or multiple parcels of land. It includes lot lines, streets, building sites, public open space, buildings, major landscape features and locations of proposed utility services.

**Dwelling** - A structure or portion of a structure used exclusively for human habitation.

**Dwelling, Multifamily** - A building containing two or more dwelling units, generally rented individually for the use of individual families maintaining households; an apartment building is an example of this dwelling unit type.

**Dwelling, Single Family Attached** - A one family dwelling attached to one or more other one family dwellings by a common vertical wall; condominiums and town homes are examples of this dwelling unit type.

# GLOSSARY

**Dwelling, Single Family Detached** - A dwelling which is designed for and occupied by not more than one family and surrounded by open space or yards and which is not attached to any other dwelling by any means.

**Dwelling Unit** - One or more rooms, designed, occupied or intended for occupancy as separate living quarters, with cooking, sleeping and sanitary facilities provided within the unit for the exclusive use of a single household.

**Easement** - A grant of one or more of the property rights by the property owner to and/or for use by the public, a corporation, or another person or entity.

**Economic Base** - The production, distribution and consumption of goods and services within a planning area.

**Element** - A division of the General Plan referring to a topic area for which goals, policies, and programs are defined (e.g., land use, housing, circulation).

**Eminent Domain** - The authority of a government to take, or to authorize the taking of, private property for public use.

**Environment** - The sum of all external conditions and influences affecting the life, development and, ultimately, the survival of an organism.

**Environmental Impact Assessment** - An assessment of a proposed project of activity to determine whether it will have significant environmental effects on the natural and man-made environments.

**Environmental Impact Report** - A report, as prescribed by the California Environmental Quality Act (CEQA), on the effect of a development proposal and other major actions that significantly affect the environment.

**Essential Facilities** - Those facilities whose continued functioning is necessary to maintain public health and safety following a disaster. These facilities include fire and police stations, communications facilities, emergency operation centers, hospitals, administrative buildings, and schools designated as mass care shelters. Also included are key transportation facilities and utility facilities such as water supply, sewage disposal, gas storage facilities and transmission lines, and electric generation stations and transmission lines.

**Fault** - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

# GLOSSARY

**Fault, Active** - A fault that has moved recently and which is likely to move again. For planning purposes, an "active fault" is usually defined as one that shows movement within the last 11,000 years and can be expected to move within the next 100 years.

**Fault, Inactive** - A fault which shows no evidence of movement in recent geologic time and no potential for movement in the relatively near future.

**Fault, Potentially Active** - A fault that last moved within the Quaternary Period (the last 2,000,000 to 11,000 years) before the Holocene Epoch (11,000 years to the present); or a fault which, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a proposed structure.

**Fire Flow** - A rate of water flow that should be maintained to halt and reverse the spread of a fire.

**Flood Plain** - A lowland or relatively flat area adjoining inland or coastal waters that is subject to a one percent or greater chance of flooding in any given year (i.e., 100-year flood).

**Floodway** - The channel of a natural stream or river and portions of the flood plain adjoining the channel, which are reasonably required to carry and discharge the floodwater or flood flow of any natural stream or river.

**Floor Area Ratio** (FAR) -The gross floor area of all buildings on a lot divided by the lot area; usually expressed as a numerical value (e.g., a building having 5,000 square feet of gross floor area located on a lot of 10,000 square feet in area has a floor area ratio of .5:1).

**General Plan** - A legal document that takes the form of a map and accompanying text adopted by the local legislative body. The plan is a compendium of policies regarding the long-term development of a jurisdiction. The state requires the preparation of seven elements or divisions as part of the plan: land use, housing, circulation, conservation, open space, noise, and safety. Additional elements pertaining to the unique needs of an agency are permitted.

**Goal** - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable; a broad statement of intended direction and purpose (e.g., "Provide a balance of land use types within the City").

**Grade** - The degree of rise or descent of a sloping surface.

# GLOSSARY

**Greenbelt** - An open area that may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.

**Ground Failure** - Mudslide, landslide, liquefaction or the compaction of soils due to seismic-induced groundshaking.

**Groundwater** - The supply of fresh water under the ground surface in an aquifer or soil that forms a natural reservoir.

**Growth Management** - Techniques used by government to control the rate, amount and type of development.

**Hazardous Materials** - An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals and nuclear fuels as defined and regulated by federal, state, and/or local law.

**Historic Area** - A district, zone or site designated by local, state or federal authorities within which buildings, structures and places are of basic and vital importance due to their association with history, or their unique architectural style and scale, or their relationship to a square or park, and therefore should be preserved and/or developed in accord with a fixed plan.

**Household** - According to the Census, a household is all persons living in a dwelling unit whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

**Household Income** - The total income of all the people living in a household. Households are usually described as very low income, low income, moderate income, and upper income for that household size, based on their position relative to the regional median income.

**Housing Affordability** - Based on State and Federal standards, housing is affordable when the housing costs are no more than 30 percent of household income.

**Housing Unit** - A room or group of rooms used by one or more individuals living separately from others in the structure, with direct access to the outside or to a public hall and containing separate toilet and kitchen facilities.

# GLOSSARY

**Human Services** - The programs which are provided by the local, state, or federal government to meet the health, welfare, recreational, cultural, educational, and other special needs of its residents.

**Implementation Measure** - An action, procedure, program, or technique that carries out general plan policy.

**Income Categories** - Categories for classifying households according to income based on the median income for each County; according to federal and state regulations as amended from time to time.

**Infrastructure** - The physical systems and services which support development and population, such as roadways, railroads, water, sewer, natural gas, electrical generation and transmission, telephone, cable television, storm drainage, and others.

**Intensity** - A measure of the amount or level of development often expressed as the ratio of building floor area to lot area (floor area ratio) for commercial, business, and industrial development, or units per acre of land for residential development (also called "density").

**Issue** - A problem, constraint, or opportunity requiring community action.

**Intersection** - Where two or more roads cross at grade.

**Land Use** - A description of how land use is occupied or used.

**Land Use Plan** - A plan showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational and other public and private purposes or combination of purposes.

**Landslide** - A general term for a falling or sliding mass of soil or rocks.

**Liquefaction** - A process by which water-saturated granular soils transform from a solid to a liquid state due to groundshaking. This phenomenon usually results from shaking from energy waves released in an earthquake.

**Local Street** - A street providing direct access to properties and designed to discourage through-traffic.

# GLOSSARY

**Lot** - The basic unit of land development. A designated parcel or area of land established by plat, subdivision, or as otherwise permitted by law, to be used, developed or built upon as a unit.

**Median Income** - The annual income for each household size, which is defined annually by the Federal Department of Housing and Urban Development. Half of the households in the region have incomes above the median and half are below.

**Mobile Home** - A structure, transportable in one or more sections, which is at least 8 feet in width and 32 feet in length, which is built on a permanent chassis and designed to be used as a dwelling unit, with or without a permanent foundation when connected to the required utilities.

**National Flood Insurance Program** - A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

**Noise** - Any audible sound.

**Noise Exposure Contours** - Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and Ldn are the metrics utilized to describe community noise exposure.

**Non-Domestic Water** - Water consisting of but not limited to, a combination of treated wastewater and intercepted surface stream flow, supplemented by other waters including potable water.

**Noxious Weed** - Any species of plant that is, or is liable to be, troublesome, aggressive, intrusive, detrimental, or destructive to agriculture, silviculture, or important native species, and difficult to control or eradicate, which the director, by regulation, designates to be a noxious weed. In determining whether or not a species shall be designated a noxious weed for the purposes of protecting silviculture or important native plant species, the director shall not make that designation if the designation will be detrimental to agriculture.[1]

**Open Space** - Any parcel or area of land or water essentially unimproved and set aside, designated, dedicated or reserved for public or private use or enjoyment.

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[1] California Codes, Food and Agricultural Code, Section 5004.

# GLOSSARY

**Overcrowding** - As defined by the Census, a household with greater than 1.01 persons per room, excluding bathrooms, kitchens, hallways, and porches.

**Parcel** - A lot or tract of land.

**Policy** - Statements guiding action and implying clear commitment found within each element of the general plan (e.g., "Provide incentives to assist in the development of affordable housing").

**Program** - A coordinated set of specific measures and actions (e.g., zoning, subdivision procedures, and capital expenditures) the local government intends to use in carrying out the policies of the general plan.

**Redevelopment** - Redevelopment, under the California Community Redevelopment Law, is a process with the authority, scope, and financing mechanisms necessary to provide stimulus to reverse current negative business trends, remedy blight, provide job development incentives, and create a new image for a community. It provides for the planning, development, redesign, clearance, reconstruction, or rehabilitation, or any combination of these, and the provision of public and private improvements as may be appropriate or necessary in the interest of the general welfare. In a more general sense, redevelopment is a process in which existing development and use of land is replaced with newer development and/or use.

**Rehabilitation** - The upgrading of a building previously in a dilapidated or substandard condition, for human habitation or use.

**Right-of-Way** - A strip of land acquired by reservation, dedication, prescription or condemnation and intended to be occupied or occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary or storm sewer, or other similar uses.

**Sensitive Receptor** - Refers to specific population groups, as well as the land uses where they would reside for long periods. Commonly identified sensitive population groups are children, the elderly, the acutely ill, and the chronically ill. Commonly identified sensitive land uses are residences, schools, playgrounds, childcare centers, retirement homes or convalescent homes, hospitals, and clinics.

**Sensitive Species** - Includes those plant and wildlife species considered threatened or endangered by the U.S. Fish and Wildlife Service and/or the California Department of Fish and Game according to Section 3 of the Federal Endangered Species Act and California Endangered Species Act. Endangered - any species in danger of extinction

throughout all, or a significant portion of, its range. Threatened - a species likely to become an endangered species within the foreseeable future throughout all, or a portion of, its range. These species are periodically listed in the Federal Register and are, therefore, referred to as "federally listed" species.

**Sewer** - Any pipe or conduit used to collect and carry away sewage from the generating source to a treatment plant.

**Site Plan** - The development plan for one or more lots on which is shown the existing and proposed conditions of the lot including: topography, vegetation, drainage, floodplains, marshes and waterways; open spaces, walkways, means of ingress and egress, utility services, landscaping, structures and signs, lighting, and screening devices; any other information that reasonably may be required in order that an informed decision can be made by the approving authority.

**Solar Access** - A property owner's right to have the sunlight shine on his/her land.

**Solid Waste** - Unwanted or discarded material, including garbage with insufficient liquid content to be free flowing, generally disposed of in landfills or incinerated.

**Special District** - A district created by act, petition or vote of the residents for a specific purpose with the power to levy taxes.

**Special Needs Groups** - Those segments of the population which have a more difficult time finding decent affordable housing due to special circumstances. Under State planning law, these special needs groups consist of the elderly, handicapped, large families, female-headed households, farm workers and the homeless.

**Standard Metropolitan Statistical Area** (SMSA) - A county or group of contiguous counties which contains at least one City of 50,000 inhabitants or more, or twin cities of a combined population of at least 50,000.

**Stationary Source** - A non-mobile emitter of pollution.

**Subdivision** - The division of a lot, tract, parcel, or other unit of land for the purpose of sale, lease, or financing, immediately or in the future.

**Survey** - The process of precisely ascertaining the area, dimensions and location of a piece of land.

# GLOSSARY

**Transportation Systems Management** - Individual actions or comprehensive plans to reduce the number of vehicular trips generated by or attracted to new or existing development. TSM measures attempt to reduce the number of vehicle trips by increasing bicycle or pedestrian trips or by expanding the use of bus, transit, carpool, vanpool, or other high occupancy vehicles.

**Water Course** - Any natural or artificial stream, river, creek, ditch, channel, canal, conduit, culvert, drain, waterway, gully, ravine or wash in which water flows in a definite channel, bed and banks, and includes any area adjacent thereto subject to inundation by reason of overflow or flood water.

**Wetland** - An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation.

**Zoning** - A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted, conditionally permitted, and special uses are established as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within the same district. The zoning ordinance consists of a map and text.

**Zoning Classification** - A geographical area of a City zoned with uniform regulations and requirements.

**Zoning Map** - The officially adopted zoning map of the City specifying the uses permitted within certain geographic areas of the City.

# CHAPTER 9: REFERENCES

# REFERENCES

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CHAPTER 9

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