
CITY OF SELMA GENERAL PLAN UPDATE 2035

Notice of Preparation/ Initial Study



August 2008

Notice of Preparation/Initial Study

City of Selma

General Plan Update 2035

Lead Agency:



**City of Selma
1710 Tucker Street
Selma, CA 93662
(559) 891-2200
Contact: Michael Gaston, AICP
Community Development Director**

Prepared by:



Quad Knopf

**5110 West Cypress Avenue
Visalia, California 93278
(559) 733-0440
Contact: James Alcorn, AICP**

August 2008

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NOTICE OF PREPARATION

NOTICE OF PREPARATION

To: State Clearinghouse
(Agency)

1400 Tenth Street
(Address)

Sacramento, California 95814

Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:

City of Selma
(Agency Name)

1710 Tucker Street
(Street Address)

Selma, California 93662
(City/State/Zip)

Michael Gaston, AICP, Community Development Director
(Contact)

Consulting Firm (if applicable):

Quad Knopf, Inc.
(Firm Name)

5110 West Cypress Avenue
(Street Address)

Visalia, California 93277
(City/State/Zip)

James Alcorn, AICP
(Contact)

The City of Selma will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. A responsible agency/trustee agency scoping meeting will be held at City Hall on September 3, 2008 at 3:00 p.m. at 1710 Tucker Street (City Council Chambers) in Selma for input. Your agency may need to use the EIR prepared by our agency when considering permits or other approvals.

The project description, location and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (☒ is ☐ is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date *but not later than 30 days* after receipt of this notice. The 30-day review period for this document will be from August 25, 2008 to September 24, 2008.

Please send your response to Michael Gaston, Community Development Director at the address shown above. We will need the name for a contact person in your agency. Copies of the General Plan can be reviewed at City Hall at the address above.

Project Title: City of Selma General Plan Update 2035 EIR

Project Location: City of Selma, County of Fresno

Project Description: (brief) The proposed General Plan Update is a comprehensive update of the City's General Plan consisting of the following elements: Land Use, Circulation, Noise, Safety, Open Space, Conservation and Recreation, and Public Services and Facilities. The Housing Element is not a part of the General Plan Update and is being updated separately. The proposed project includes a Background Report and a Preferred Land Use and Circulation plan to guide growth through the planning period and beyond. The Plan Update also includes 40,000 population and 70,000 population Urban Development Boundaries (UDB) that limit development to within those boundaries until specific population thresholds are met.

Date 8/19/08

Signature

Title

Telephone

Fax

James Alcorn

Consultant

(559) 733-0440

(559) 627-2336

CHAPTER ONE

INTRODUCTION

CHAPTER ONE – INTRODUCTION

1.1 Purpose and Authority

The proposed project for which this Initial Study has been prepared for is the approval of a General Plan Update for the City of Selma. This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code 21000 et. seq. The City of Selma (pursuant to CEQA) will act as the Lead Agency for this project.

1.2 Determination

On the basis of the Initial Study and evaluation of past Environmental Impact Reports for the General Plan and Elements of the General Plan, it has been determined that the project could have potentially significant effects on the environment associated with the following environmental issues: aesthetics, agricultural resources, air quality, biological resources, geology and soils, hazards and hazardous materials, hydrology/water quality, land use/planning, noise, population/housing, public services, recreation, transportation/traffic, and utilities/service systems. Therefore, an Environmental Impact Report will be prepared.

CHAPTER TWO

PROJECT SUMMARY

CHAPTER TWO – PROJECT SUMMARY

2.1 Project Timeframe

The City of Selma (City) is the Lead Agency for the preparation of this Initial Study (IS). The IS addresses a proposal to update the City's General Plan. The General Plan Update will cover the planning period from 2007 to the year 2035, and will be utilized to guide the growth and development of the area within the adopted Planning Area boundary. The Plan Update's Draft Goals, Objectives and Policies (excluding the Housing Element, which is being prepared separately from this project) can be found in Appendix A.

2.2 Project Location

The proposed project is located in south central Fresno County, California in the Central San Joaquin Valley. The geographic area covered by the project was determined by the Selma City Council to be the Planning Area illustrated on Figure 2-2. This area includes area within the City limits of Selma and the unincorporated territory surrounding the presently incorporated City. Figure 2-1 shows Selma's Regional Location and Figure 2-2 shows Selma's current City limits, Sphere of Influence (SOI) and the project Planning Area.

2.3 Surrounding Land Use

Surrounding land uses consist of agricultural uses and rural residential homes. The City of Fowler is directly to the northwest, the City of Kingsburg is directly to the southeast and the City of Parlier is to the northeast.

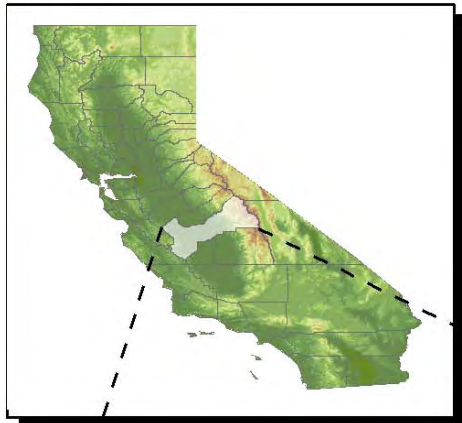
2.4 Project Setting

Incorporated as a General Law City in 1893, Selma's current population, as of January 1, 2008, according to the Department of Finance (DOF), is 23,286 persons. Selma is expected to reach approximately 69,572 persons by 2035 based on an average 4% growth per year.

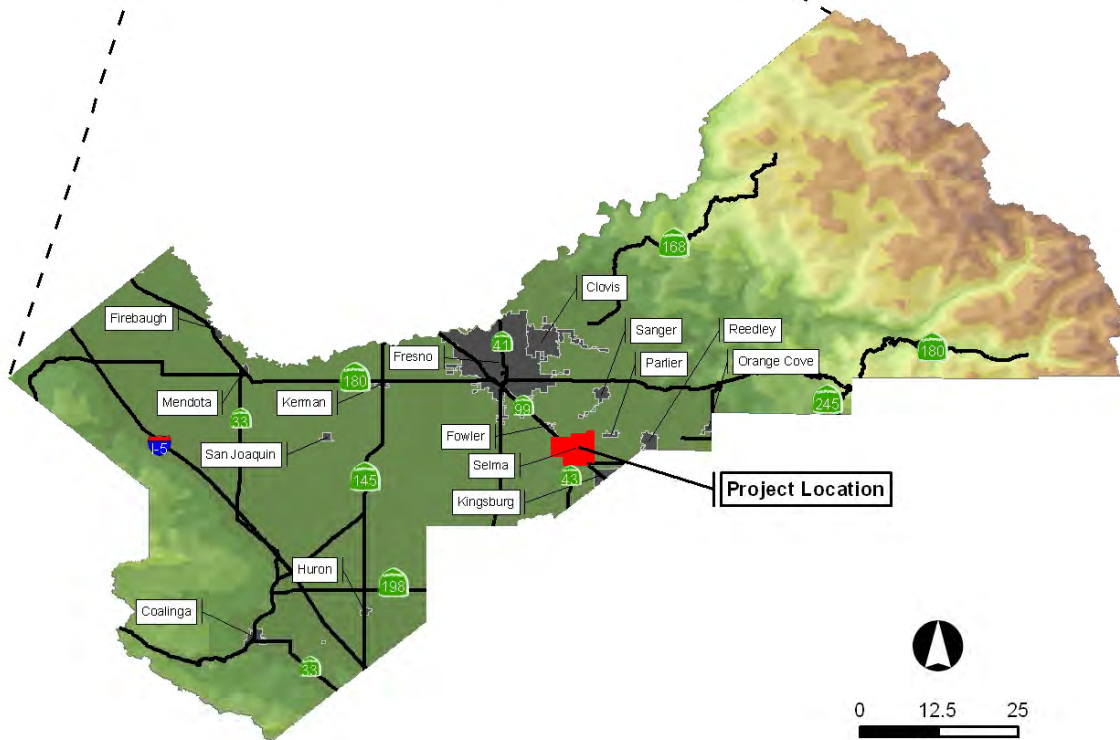
The current City limits contain 4.9 square miles (3,136 acres), of which 1,924 acres is urbanized. The SOI encompasses approximately 13 square miles and the Planning Area encompasses approximately 31 square miles. Table 2-1 shows the existing General Plan Land Use designations (by acreage) within the City and SOI. Figure 2-3 is the current General Plan Land Use Map.

2.5 Project Description

The proposed project is an update of the City of Selma's General Plan. California state law requires each city and county to adopt a general plan "for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning" (§65300). The General Plan Update includes revised policies and standards for the Noise, Safety, Open Space, Conservation and Recreation, Circulation, Land Use, and the Public Services and Facilities Elements. The Housing Element will be updated separately from this update.



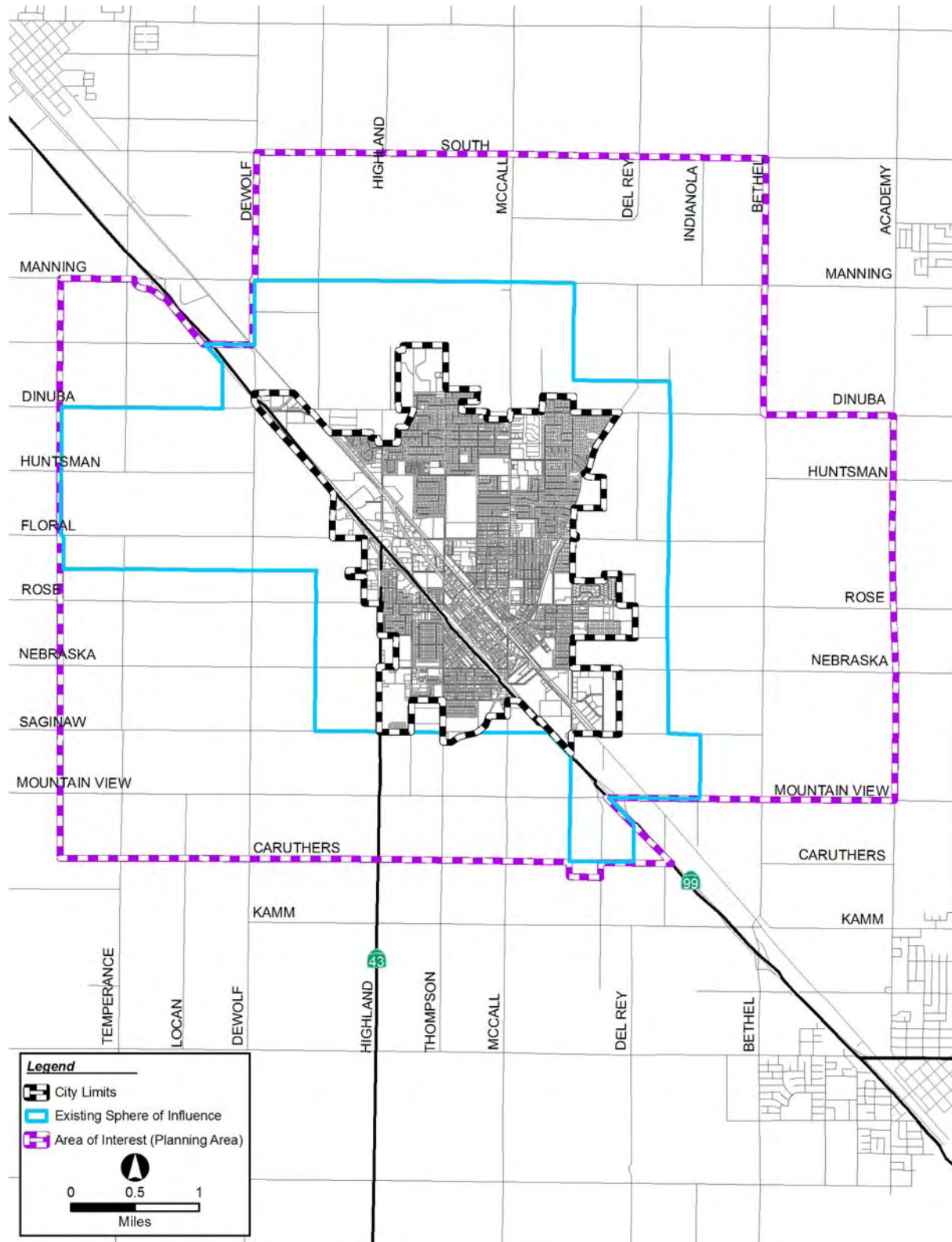
Fresno County



Quad Knopf

REGIONAL LOCATION

Figure
2 - 1



SELMA CITY LIMITS, SOI AND PROJECT
PLANNING AREA

Figure
2 - 2

Figure 2-4 shows the proposed Land Use and Circulation Map for the General Plan Map Update and Table 2-2 shows the General Plan Land Use designations for the proposed project (City limits, SOI and Planning Area). The geographic expansion of urban land use designations defines the limits for extending City services and infrastructure to accommodate new development anticipated within the 2007-2035 time-frame of the General Plan. Policies in the proposed General Plan limit leap-frog development and provide for an orderly transition from rural to urban land uses.

Table 2-1
Existing General Plan Land Use (in Acres)
City Limits and SOI

General Plan Land Use Category	City Limits	SOI
Residential-Very Low Density	33	200
Residential – Low Density	90	490
Residential – Medium Low Density	989	2,017
Residential – Medium Density	136	389
Residential – Medium High Density	78	135
Residential – High Density	11	45
Residential Reserve	6	441
Subtotal Residential	1,343	3,717
Business Park	1	233
Highway Commercial	5	201
Commercial – Central District	19	19
Commercial – Community	87	126
Commercial – Regional	116	243
Service Commercial	39	39
Commercial – Neighborhood	22	27
Commercial Office	9	11
Subtotal Commercial	298	899
Light Industrial	240	480
Light Industrial Reserve	1	1,355
Heavy Industrial Reserve	205	496
Subtotal Industrial	446	2,331
Planned Medical Development	24	24
Selma Aerodome	0	22
Public Facilities	173	175
Open Space	112	283
Subtotal Other	309	504
Total (All Land Uses)	2,396	7,451

Source: Quad Knopf, Fresno County GIS.

Note: Right-of-way not included in land use totals.

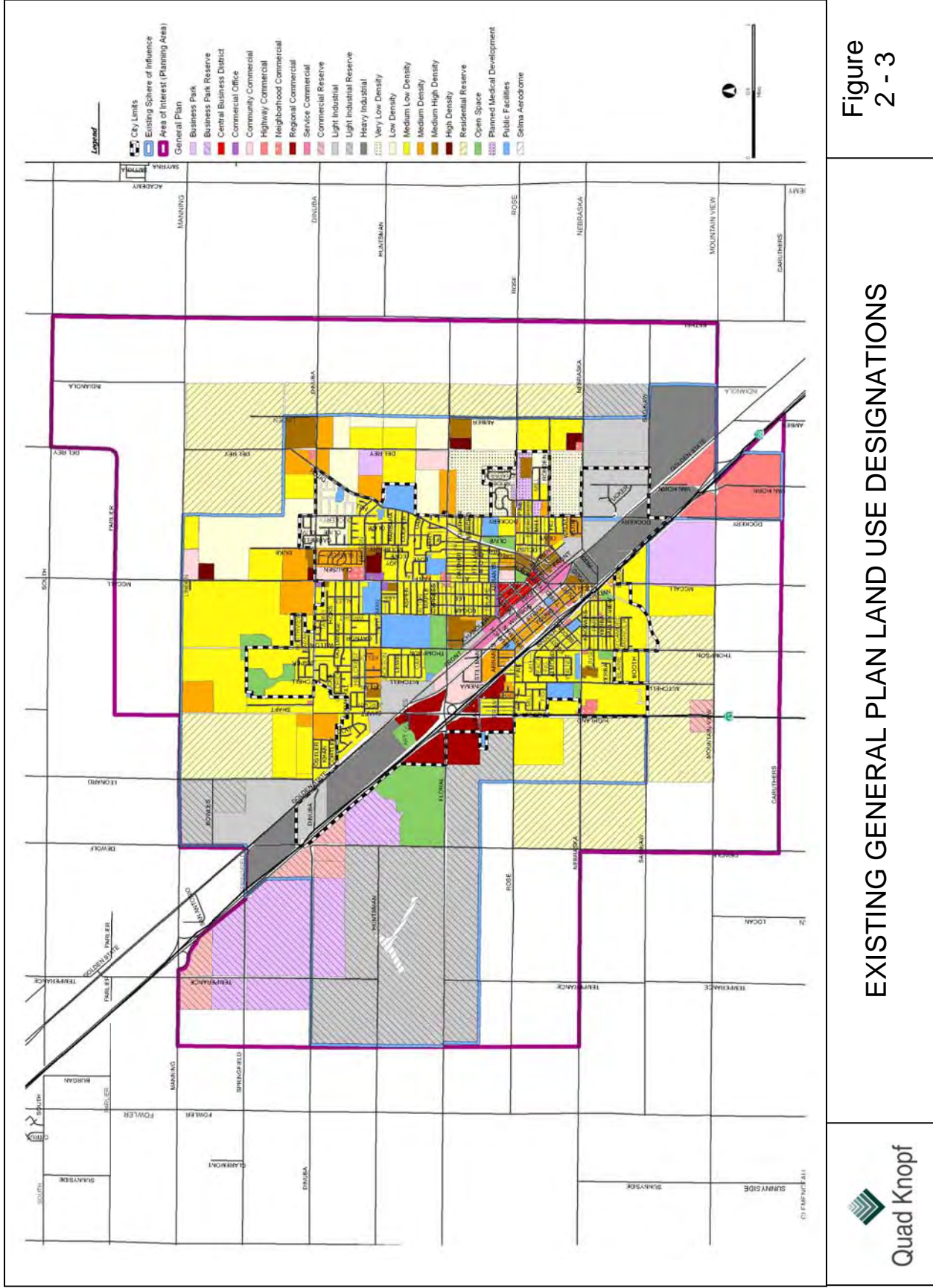


Table 2-2
Proposed General Plan Land Use Designations
within City Limits, SOI, and Planning Area (Acres)

General Plan Land Use Category	Existing General Plan Designations	Proposed General Planning Area	Change in Planned Land Use
High Density	57	85	+28
Medium High Density	87	93	+6
Medium Density	845	1,387	+542
Medium Low Density	1,773	1,858	+85
Low Density	481	1,072	+591
Very Low Density	129	129	0
Extremely Low Density	0	7,738	+7,738
Residential Reserve	152	992	+840
Subtotal Residential	3,524	13,354	+9,830
Community Commercial	114	114	0
Neighborhood Commercial	23	49	+26
Regional Commercial	699	825	+126
Service Commercial	39	39	0
Highway Commercial	5	5	0
Central Business District	19	19	0
Commercial Office	11	11	0
Commercial Reserve	0	0	0
Subtotal Commercial	910	1,061	+152
Heavy Industrial	252	252	0
Light Industrial	1,449	1,666	+217
Light Industrial Reserve	565	565	0
Subtotal Industrial	2,266	2,483	+217
Planned Medical Development	24	24	0
Business Park	0	0	0
Business Park Reserve	121	532	+411
Public Facilities	267	367	+100
Selma Aerodrome	22	22	0
Park/Open Space ²	215	430	+215
Mixed Use ¹	0	193	+193
Agriculture ¹	0	0	0
Total	7,349	18,467	+11,118
Right-of-Way	948	1,309	+361
Total With ROW	8,297	19,776	+11,479

Source: Quad Knopf, Fresno County GIS

Note: Totals may be off due to rounding. ¹The Agriculture and Mixed Use land use designations are new with the General Plan Update. ²The Open Space designation has been changed to Park/Open Space for the General Plan Update. ROW is estimated based on the total acreage of each boundary subtracting the land use acreage totals.

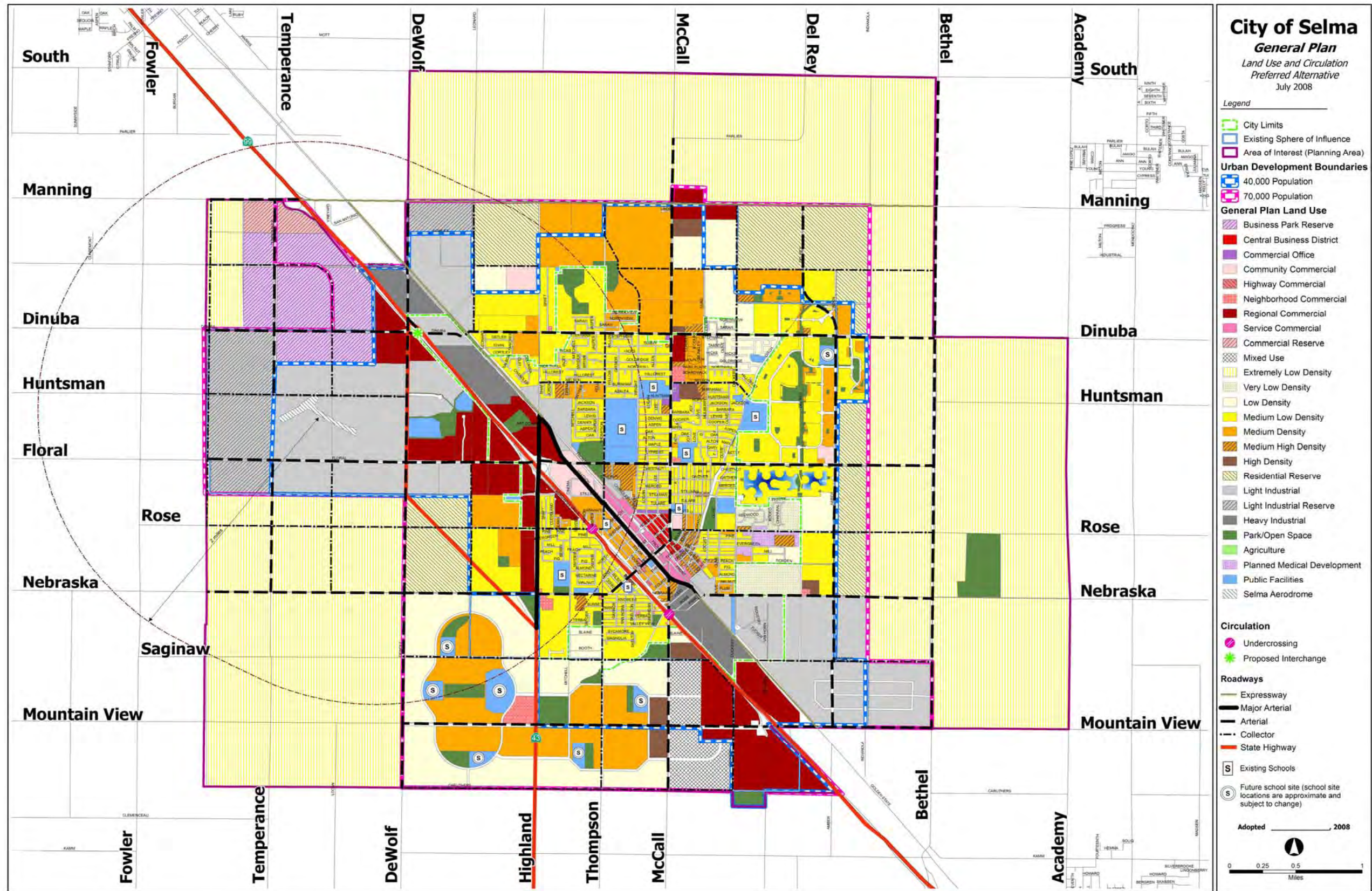


Figure
2 - 4

PROPOSED LAND USE AND CIRCULATION



The General Plan Update also includes, as shown on the Land Use and Circulation map and in the Policies Document, populations based growth phasing boundaries. These boundaries will be used to define intermediate growth boundaries to ensure that growth occurs in an organized manner. Boundaries have been defined for 40,000 population and 70,000-population levels development. Development will occur within those boundaries until the City's population exceeds the corresponding UDB population. The City is not to develop or annex residential, business park or industrial areas designated as "Reserve" within the Planning Area until such time as additional land is needed for these purposes, as determined by growth policies.

Two new land use designations have been added for the General Plan Update, Mixed-Use and Agriculture. The Mixed-Use designation includes the following uses: restaurants, commercial, medical offices/clinics, government, inns/hotels, and high density residential (10-20 du/ac). It may also include parks, recreational, and public facilities. The Agriculture designation provides for the continuation of agricultural uses in areas not planned for urban uses. The existing General Plan designation of Open Space has been changed to Park/Open Space which is consistent with existing land uses with the Open Space designation.

The residential designations provide for residential uses ranging from 0-2.0 units per gross acre (Very Low Density) to 13.0-19.0 units per gross acre (High Density). The land use designations provide for a mixture of housing types, lot sizes and affordability within the community. Proposed policies also encourage walking within new neighborhoods, easy access to neighborhood parks, incorporation of environmental and conservation features, infill development, and contiguous development.

The commercial land use designations provide a full range of commercial activity appropriate to the community. Regional Commercial areas have been added along SR 99 to enable the community to capitalize on its regional location, and Community Commercial and Neighborhood Commercial uses have been added to service the local population in areas that are convenient to residents in the City and in surrounding communities.

Industrial land use designations including Light Industrial, Heavy Industrial, Business Park, Light Industrial Reserve, and Business Park Reserve, provide for a broad range of industrial development within the City. The existing industrial areas of the City will remain industrial and are planned for expansion. Some of the areas within the existing General Plan that have a "Reserve" industrial/business park designation have had the "Reserve" designation removed to accommodate anticipated industrial development within the planning period.

The remaining land use designations such as Public Facilities, Park/Open Space, etc. provide land for future facilities such as schools and government uses, and parkland.

Finally, there are proposed land uses and roadways for three Specific Planned areas: 1) Rockwell Pond; 2) Amberwood; and South Selma. Land use and development issues have been coordinated with these proposals as part of the General Plan Update process, with final land uses included in the proposed Land Use and Circulation map. These Specific Plan areas will be primary new growth areas for Selma during the planning period.

2.6 *City Action Requested*

The City of Selma is the Lead Agency under CEQA and has approval authority over the proposed project. Once adopted the General Plan Update will become the official General Plan for the City of Selma. In order to accomplish that the following actions are required:

- Certification of the Environmental Impact Report
- Approval of the General Plan Update

CHAPTER THREE
ENVIRONMENTAL CHECKLIST

CHAPTER THREE – ENVIRONMENTAL CHECKLIST FORM

1. Project title: City of Selma General Plan Update 2035
2. Lead agency name and address: City of Selma
1710 Tucker Street
Selma, CA 93662
3. Contact person and phone number: Michael Gaston, Community Development
Director
(559) 891-2200
4. Project location: City of Selma, County of Fresno
5. Project sponsor's name and address: City of Selma
1710 Tucker Street
Selma, CA 93662
6. General plan designation: Various
7. Zoning: Various
8. Description of project: The project consists of the adoption of a comprehensive General Plan Update for the City of Selma. The General Plan Update will include Noise, Safety, Open Space, Conservation and Recreation, Circulation, Land Use, Public Services and Facilities, and Housing elements (the Housing Element has only been reformatted). The General Plan Update also includes a Background Report, Policy Document and a Land Use and Circulation Map. Urban land use designations have been added to define the limits for extending City services and infrastructure so as to accommodate new development anticipated within the 2007-2035 timeframe of the General Plan. Policies in the proposed General Plan limit leap-frog development and provide for an orderly transition from rural to urban land uses.

Proposed General Plan Land Use Designations within City Limits, SOI, and Planning Area (Acres)

General Plan Land Use Category	Proposed General Plan City Limits	Proposed General Plan SOI	Proposed General Planning Area
High Density	11	57	85
Medium High Density	78	87	93
Medium Density	151	845	1,387
Medium Low Density	991	1,773	1,858
Low Density	96	481	1,072
Very Low Density	51	129	129
Extreme Low Density	0	1	7,738
Residential Reserve	0	152	992

Subtotal Residential	1,378	3,525	13,354
Community Commercial	87	114	114
Neighborhood Commercial	21	23	49
Regional Commercial	154	699	825
Service Commercial	39	39	39
Highway Commercial	5	5	5
Central Business District	19	19	19
Commercial Office	10	11	11
Commercial Reserve	0	0	0
Subtotal Commercial	335	910	1,061
Heavy Industrial	183	252	252
Light Industrial	242	1,449	1,666
Light Industrial Reserve	0	565	565
Subtotal Industrial	425	2,266	2,483
Planned Medical Development	24	24	24
Business Park	0	0	0
Business Park Reserve	0	121	532
Public Facilities	192	267	367
Selma Aerodrome	0	22	22
Park/Open Space ²	95	215	430
Mixed Use ¹	N/A	1	193
Agriculture ¹	N/A	0	0
Total	2,449	7,451	18,467
Right-of-Way	742	948	1,309
Total With ROW	3,191	8,399	19,776

Source: Quad Knopf, Fresno County GIS

Note: Totals may be off due to rounding. ¹The Agriculture and Mixed Use land use designations are new with the General Plan Update. ²The Open Space designation has been changed to Park/Open Space for the General Plan Update. ROW is estimated based on the total acreage of each boundary subtracting the land use acreage totals.

9. Surrounding land uses and setting: The plan area contains residential, commercial, agricultural, public facility, and industrial land uses. The areas immediately adjacent to the project area are primarily in agricultural use; however, the cities of Kingsburg, Fowler and Parlier are very near or adjacent to Selma's Planning Area.
10. Other public agencies whose approval, as responsible agencies under CEQA is required to implement the General Plan Update (e.g., permits, financing approval, or participation agreement): County of Fresno, Caltrans, Selma-Kingsburg-Follower Community Services District.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

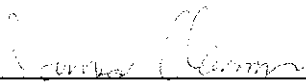
- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input checked="" type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Population / Housing |
| <input checked="" type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

8/19/08

Date

Signature

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analyses," may be cross-referenced).

- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) **Earlier Analysis Used.** Identify and state where they are available for review.
 - b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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1. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Response 1a): **Less Than Significant Impact.** The proposed project involves an update to the City of Selma General Plan, which includes an Open Space, Conservation and Recreation Element. New development as a result of the General Plan Update will result in the conversion of agricultural land to urban uses which could be seen by some as an adverse effect on a scenic vista. However, this is subjective. Development in accordance with the General Plan will not result in an adverse effect on a scenic vista. The Sierra Nevada will still be visible to the east on clear days. This issue will not be addressed further in the Draft EIR. No mitigation measures are necessary.*

*Response 1b): **No Impact.** SR 99 and SR 43 both pass through the Selma Planning Area. These state routes have not been officially designated as scenic highways in the California State Scenic Highway Program (http://www.dot.ca.gov/hq/LandArch/scenic_highways/). Therefore, the proposed project will have no impact on scenic resources such as trees or rock outcroppings on a state scenic highway. This issue will not be addressed further in the Draft EIR. No mitigation measures are necessary.*

*Response 1c): **Less Than Significant Impact.** See Response 1a).*

*Response 1d): **Potentially Significant Impact.** The update to the City of Selma General Plan could result in light or glare impacts, which could adversely affect day or nighttime views in the area. The Draft EIR will evaluate the potential light or glare impacts to the aesthetic environment of Selma as well as on sensitive receptors. Mitigation measures will be recommended as appropriate.*

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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2. AGRICULTURE RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Response2a): **Potentially Significant Impact.** Most of the land surrounding the City of Selma consists of Prime Farmland, Unique Farmland or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The proposed project could result in the conversion of 6,478 acres of existing prime farmland to non-agricultural use in the 70,000 population UDB, which would be a potentially significant impact. This issue will be analyzed further in the Draft EIR and mitigation measures will be recommended as appropriate.*

*Response2b): **Potentially Significant Impact.** Update of the proposed General Plan will result in development of agricultural lands. The policies of the Open Space, Conservation and Recreation Element (reference Appendix A) will prevent unnecessary and premature development of agricultural lands. Much of the land outside the City limits and within the SOI is currently under Williamson Act contract. In order to develop these lands for non-agricultural uses, the contracts must be cancelled or a notice of non-renewal must be filed. This issue will be further addressed in the Draft EIR, (Selma General Plan Update, Background Report, June 2008). Mitigation measures will be recommended as appropriate.*

*Response2c): **Potentially Significant Impact.** There are 6,946 acres of Williamson Act lands in the Planning Area, and 3,036 acres within the proposed Urban Development Boundaries. See Response 2 a) and 2 b).*

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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3. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Response 3a): **Potentially Significant Impact.** The increase in industrial, residential and commercial acreage would generate additional traffic volumes and allow for the development of additional stationary air emissions sources, and consequently, greater air quality impacts. The San Joaquin Valley Air Pollution Control District considers an increase of 10 tons per year of Ozone precursors as a significant environmental impact, an emission level equal to approximately ____ new dwelling units. The proposed project will exceed this level.*

Selma is located in the San Joaquin Valley, which has been designated by the San Joaquin Valley Air Pollution Control District as an area of severe non-attainment for ozone (one-hour). Proposed projects as a result of the adoption of the General Plan will be required to comply with the San Joaquin Valley Air Pollution Control District's regulations. An analysis of air quality in the Selma area will be conducted for the Draft EIR.

Pursuant to State regulations, the project includes special air quality policies to address this issue. The Draft EIR will evaluate the potential impacts of the proposed project to air quality and recommend mitigation measures as appropriate. The Draft EIR will also evaluate the potential impacts of the project on greenhouse gases/climate change.

*Response 3b) 3c): **Potentially Significant Impact.** See Response 3 a).*

*Response 3d): **Potentially Significant Impact.** The updated General Plan will direct development (through the policies which it adopts) in such a way as to place sensitive receptors away from areas of substantial pollutant concentrations as much as feasible. This issue, however, will be discussed further in the Draft EIR and mitigation measures will be recommended as appropriate.*

*Response 3e): **Less than Significant Impact.** There are no known components of the proposed General Plan that will generate objectionable odors. Policies of the General Plan Update require area and stationary source projects that generate significant amounts of air pollutants or objectionable odors to incorporate mitigation in their design. This impact is therefore considered less than significant and will not be discussed further in the Draft EIR.*

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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4. BIOLOGICAL RESOURCES -- Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

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b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

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c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

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d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

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e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

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f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan,

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or other approved local, regional, or state habitat conservation plan?

*Response 4a): **Potentially Significant Impact.** The City and its Planning Area contain a variety of natural habitats, which could include several candidate, sensitive, or special status species that are known to, or would likely, occur in the Selma vicinity. Special-status species that have the potential to occur in the Selma area include the San Joaquin kit fox (*Vulpes macrotis mutica*), California tiger salamander (*Ambystoma californiense*), Swainson's hawk (Swainson's hawk) and Pallid bat (*Antrozous pallidus*). While there are records of the San Joaquin kit fox, Swainson's hawk and Pallid bat occurring within the vicinity (Selma General Plan Background Report, June 2008), it is not likely they would occur in the Planning Area, except as potential transient foragers. There is potential California tiger salamander habitat located in the Planning Area; however, no occurrences of this species have been recorded within the Planning Area.*

The effects of land use intensification or habitat modification may adversely impact sensitive or special status species within the City and its Planning Area. The Draft EIR will further evaluate the potential impacts of the proposed project to candidate, sensitive, and special status species. Mitigation measures will be recommended as appropriate.

*Response 4b): **Less Than Significant Impact.** Land in the Planning Area is either urbanized or under intensive agricultural use. There is no riparian habitat or sensitive natural community within the Planning Area. This issue will not be addressed further in the Draft EIR. No mitigation measures are necessary.*

*Response 4c): **Potentially Significant Impact.** The Background Report indicates that there are known wetlands in the Planning Area. Should wetlands be present on a specific project site as a result of adoption of the proposed project, mitigation must include the avoidance or replacement of such areas in order to protect existing habitat. This issue will be further addressed in the Draft EIR. Mitigation measures will be recommended as appropriate.*

*Response 4d): **Potentially Significant Impact.** The proposed project would involve the intensification of land uses throughout the City and its Planning Area. As previously discussed, a variety of habitats and wildlife species are present within the Selma vicinity and development as a result of the proposed project could interfere substantially with the movement of any native resident or migratory fish or wildlife species. The Draft EIR will evaluate the potential impacts of the proposed project and recommend mitigation measures as appropriate.*

*Response 4e): **No Impact.** Currently there is no such local ordinance protecting biological resources. As discussed above, appropriate mitigation measures to protect biological resources will be recommended in the Draft EIR as appropriate.*

*Response 4f): **Less Than Significant With Mitigation Incorporation.** There are no Habitat Conservation Plans or Natural Community Conservation Plans for the Planning Area. However, the Recovery Plan for Upland Species of the San Joaquin Valley, (USFWS 1998)*

does apply to the Selma Planning Area. There are no specific conflicts with provisions, objectives or goals of the Recovery Plan. The impact would be less than significant with incorporation of appropriate mitigation measures and will be discussed further in the Draft EIR.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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5. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Response 5a): **Potentially Significant Impact.** The proposed project is an update to the City of Selma General Plan. Section 15064.5 defines a historic resource as a resource listed or determined to be eligible for listing by the State Historical Resources Commission for listing in the California Register of Historical Resources, a resource included in a local register of historical resources, or any object, building, structure, site, area, place, record, or manuscript determined by the lead agency to be "historically significant" if the resource meets the following criteria for listing in the California Register of Historical Places:*

- i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
- ii) Is associated with the lives of persons important in our past;*
- iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*
- iv) Has yielded, or may be likely to yield, information important in prehistory or history.*

The fact that a resource is not listed in or determined to be eligible for listing in the California Register of Historical Resources, is not included in a local register of historical resources, or identified in a historical survey does not preclude a lead agency from determining that the resource may be a historical resource.

According to a cultural records search conducted by the Center for Archaeological Research at California State University, Bakersfield for the General Plan Background Report, 20

cultural resource studies have been conducted within the Planning Area and 21 cultural resources have been reported within it. In addition, there are numerous buildings within the City of Selma that appear to be more than 50 years old. These structures will necessitate the preparation of a Historic Architectural Survey Report to determine if they are eligible for the National Register of Historic Places. There are potentially significant impacts to these resources that will be further addressed in the Draft EIR. Mitigation measures will be recommended as appropriate.

*Response 5b): **Less Than Significant With Mitigation Incorporation.** Although there is no record evidence of archaeological sites in the Planning Area, there is the potential during project-related excavation and construction, as a result of the General Plan Update, for the discovery of cultural resources. This impact is potentially significant; however, the Draft EIR will include mitigation to reduce this impact to a less than significant level.*

*Response 5c): **Less Than Significant With Mitigation Incorporation.** There is the potential during project-related excavation and construction, as a result of implementation of the General Plan Update, for the discovery of unique paleontological or geologic features. This impact is potentially significant. The Draft EIR will include appropriate mitigation to reduce this impact to a less than significant level.*

*Response 5d): **Potentially Significant Impact.** The proposed project is not expected to disturb human remains within the City and its Planning Area. However, in the event that human remains are discovered, all ground-disturbing activity shall be immediately halted, and the appropriate actions would be taken in consultation with pertinent agencies, including Native American involvement, if necessary. The Draft EIR will evaluate the potential impacts of the proposed project on sensitive cultural resources and recommend mitigation measures as appropriate.*

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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6. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

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ii) Strong seismic ground shaking?

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iii) Seismic-related ground failure, including liquefaction?

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iv) Landslides?

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b) Result in substantial soil erosion or the loss of topsoil?

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c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

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d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

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Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response 6a): The City of Selma is not located on a known fault, according to the Alquist Priolo Earthquake Fault Zones as of May 1, 1999 (California Geological Survey, Website, November 2007). Built areas of the project site are flat and not subject to landslides, but the ground may be subject to shaking from nearby earthquakes. Enforcement of California Building Code and Uniform Building Code requirements will mitigate the potential impacts of ground shaking to a less than significant level (Selma General Plan Update, Background Report, June 2008). The impacts would be less than significant with appropriate mitigation incorporation; however, the issue will be discussed further in the Draft EIR.

*Response 6b): **Less Than Significant Impact.** The Planning Area is comprised of various soil types and series. Slopes of these soils are relatively flat with a very gentle southwestward slope and low shrink-swell potential (Selma General Plan Update, Background Report, June 2008). Development as a result of the proposed General Plan will not be located in areas of steep slope and will not increase the slopes or grading of soil in the Planning Area substantially enough to increase the rate of runoff and subsequent soil erosion or loss of topsoil. This issue will not be discussed further in the Draft EIR and no mitigation measures are necessary.*

*Response 6c): **Less Than Significant with Mitigation Incorporation.** The Five Counties Seismic Safety Element places Selma within the VI Seismic Zone, characterized by a relatively thick section of sedimentary rock overlying a granitic basement. Primary hazards due to ground shaking are “low” because of the distance from seismic faults. Secondary hazards are as follows: landslides, minimal; subsidence/settlement, low to moderate; liquefaction, low; seiching, minimal. The Seismic Safety Element states that the Uniform Building Code, Zone II building standards should be adequate for normal facilities. The Draft EIR will evaluate any potential impacts the proposed project may have on geologic/soil stability. Mitigation measures will be recommended as appropriate.*

*Response 6d): **Less Than Significant with Mitigation Incorporation.** See response 6 b) and c). This issue will be discussed further in the Draft EIR and mitigation measures will be recommended as appropriate.*

*Response 6e): **No Impact.** New development as a result of the proposed General Plan will be connected to the City's existing sewer system. This issue will not be discussed further. No mitigation measures are necessary.*

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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7. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Response 7a): **Less Than Significant Impact.** The new Safety Element would address hazardous material management issues and policies, and the Circulation Element would provide policies regarding the City's truck routes, transit and roadway system. Hazardous materials are transported along State Routes 99 and 43 within Selma's Planning Area. This condition could pose a potential risk for spills or leaks from non-stationary sources. The General Plan Update could result in the intensification of land uses, specifically the expansion of commercial/retail along the SR 99 corridor. This intensification could contribute to public and environmental hazards during the transport, use, or disposal of hazardous materials. However, this issue is considered less than significant because of adherence to State and Federal rules/regulations, and will not be discussed further in the Draft EIR. No mitigation measures are necessary.*

*Response 7b): **Less Than Significant Impact.** The new Safety Element would address hazardous material management issues and policies, while the Circulation Element would provide policies regarding the City's truck routes, transit and roadway system. According to the proposed Circulation Element of the General Plan, trucks, which would be transporting hazardous materials in the Planning Area, are restricted to designated truck routes. This restriction will reduce the probability of accidental upset during the transporting of hazardous materials. Railroad operations, which could be transporting hazardous materials, will continue in the same manner as of present, with or without the General Plan Update. The impact is considered less than significant and will not be discussed further in the Draft EIR. No mitigation measures are necessary.*

*Response 7c): **Less Than Significant Impact.** The City of Selma is within the Selma Unified School District covering grades K-12. The policies of the Land Use Element of the proposed General Plan include the location of schools as focal points for residential neighborhoods, thus locating them away from land uses associated with hazardous materials. The proposed project will not result in hazardous materials, emissions, substances or waste being released*

within ¼ mile of an existing or proposed school. Furthermore, Education Code Section 17521 and the California Code of Regulations (CCR), Title 5, sections 14001 through 14012, outline the powers and duties of the California Department of Education regarding school sites and the construction of school buildings. The impact is considered less than significant and will not be discussed further in the Draft EIR. No mitigation measures are necessary.

*Response 7d): **Less Than Significant Impact.*** According to the U.S. EPA's Superfund Information Systems website, there are two known hazardous sites within the Selma City limits. One is the Selma Treating Company at 1735 Dockery Avenue which has been cleaned up and under current conditions potential or actual human exposures are under control. The other site is Upright Incorporated at 1755 Park. This site is not on the National Priorities List and has a discovery and preliminary assessment date of 1986 and 1987 respectively. There are 2 known hazardous cleanup sites within the Planning Area. Projects proposed as a result of the General Plan's adoption will be evaluated based on their relative location on or near hazardous sites. Adoption of the City's General Plan, including policies to minimize potential hazards to the City's residents, sites and structures, will be a less than significant impact with regards to creating a significant hazard to the public or the environment. This issue will not be addressed further in the Draft EIR and no mitigation measures are necessary.

*Response 7e): **Less Than Significant Impact.*** There are two privately owned airports in the Selma Planning Area (Selma Aerodome and Quinn Airport). The Land Use Element includes the following policy (1.94) with regards to development near an airport: "Development occurring within the primary and secondary review radii of the Fresno County Airports Land Use Policy Plan shall be reviewed for consistency with the Airport/Land Use Safety Compatibility Criteria (Table 1-1 and Figure 1-2) as adopted by the Fresno County Airport Land Use Commission". The proposed General Plan land use designations will result in compatible land uses being located near both airports; therefore, the impact will be less than significant. This issue will not be addressed further in the Draft EIR and no mitigation measures are necessary.

*Response 7f): **Less Than Significant Impact.*** See Response 7e)

*Response 7g): **No Impact.*** The proposed General Plan includes an objective (4.5 C) to establish and maintain a plan for responding to seismic disaster and for the provision of emergency services and policies to develop and adopt an Emergency Operations Plan which shall include action plans in the event of an earthquake or other disaster (4.2); to maintain and continue to update, with the County of Fresno and other agencies, an Emergency Services Plan (4.3); and to prepare a local emergency evacuation plan responding to the complete failure of Pine Flat Dam at peak capacity (4.22). Policies of the proposed General Plan will not interfere with emergency response or access. No impact has been identified and this issue will not be addressed further in the Draft EIR. No mitigation measures are necessary.

*Response 7h): **Less Than Significant Impact.*** Because most of the land in the Selma Planning Area is devoted to agriculture and urban uses, the risk of wildland fires is minimal. The impact is less than significant and will not be addressed further in the Draft EIR. No mitigation measures are necessary.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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8. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Response 8a): **Potentially Significant Impact.** Pursuant to the Clean Water Act, the U.S. Environmental Protection Agency established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct stormwater discharges. In California, the State Water Resources Control Board administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. Pollutants can also be introduced through operation of the project, including the use of fertilizers and pesticides, and the accumulation of oil or other automotive fluids on parking and drive aisle surfaces. Various devices such as inlet inserts (catch basin inserts) and Fossil Filters or their equivalent can be used in the storm drains to decrease the level of pollutants, debris, and sediment discharged to storm drain facilities. The proposed project is an update to the City of Selma General Plan. The Draft EIR will evaluate the project's effect on water quality standards and water discharge requirements. Mitigation measures will be recommended as appropriate.*

*Response 8b): **Potentially Significant Impact.** Development as a result of the proposed General Plan Update will lead to additional urbanization in the Planning Area. Urbanized lands generally consume equal amounts of water as agricultural land on a per acre basis, however, urbanizing lands may reduce the amount of permeable land surface through which water in the form of rainfall or surface flows can recharge the water table. This could result in a net deficit in aquifer recharge. In Selma, water for domestic use comes from groundwater*

sources. This potentially significant impact will be discussed further in the Draft EIR. Mitigation measures will be recommended as appropriate.

*Response 8c): **Less Than Significant Impact.** The proposed General Plan could result in minor alterations of the existing drainage pattern and rate of runoff in the area. However, all development will be connected to the City's storm water drainage facilities, and the City is required to prepare a Storm Water Management Program/Plan to be submitted to the EPA. The impact is considered less than significant and will not be discussed further in the Draft EIR. No mitigation measures are necessary.*

*Response 8d): **Less Than Significant Impact.** According to the Background Report for the General Plan (June 2008), the City of Selma does not have a history of flooding. The proposed project could result in minor alterations of the existing drainage pattern and rate of runoff in the area. However, all development will be connected to the City's storm water drainage facilities, and the City is required to prepare a Storm Water Management Program/Plan to be submitted to the EPA. The Storm Water Management Program/Plan will include Best Management Practices for the following six minimum control measures:*

- *Public education and outreach on storm water impacts*
- *Public involvement/participation*
- *Illicit discharge detection and elimination*
- *Construction site storm water runoff control*
- *Post-construction storm water management in new development and redevelopment*
- *Pollution prevention/good housekeeping for municipal operations*

The General Plan Update includes policies to discourage channel and slope modification where they increase the rate of surface runoff and increase the potential for erosion (5.18); to evaluate territories within its Planning Area to identify areas of potential localized flood hazards (4.16); and in areas identified as being potentially subject to flooding, where the exact area and depth of flooding is uncertain, the applicant or developer of an annexation or development proposal shall be responsible for the preparation of a civil engineering report evaluating the flooding potential (4.17). The impact is less than significant and will not be discussed further in the Draft EIR. No mitigation measures are necessary.

*Response 8e): **Less Than Significant with Mitigation Incorporation.** The Public Services and Facilities Element of the proposed General Plan includes policies addressing the development and funding of storm drainage facilities. The increased urbanization within the Planning Area will increase demand on the storm drain system. Such increases may have the potential for significant environmental impacts but can be mitigated to a less than significant level by incorporating best management practices for storm runoff in individual project designs. This potentially significant impact will be discussed further in the Draft EIR and mitigation measures will be recommended as appropriate.*

*Response 8f): **Potentially Significant Impact.** According to Calwater's 2006 Water Quality Report for the Selma District, water in the Selma vicinity met or surpassed all water quality standards during the reporting period. All drinking water, however, including bottled water, may reasonably be expected to contain at least small amounts of some contaminants. The*

presence of contaminants does not necessarily indicate that water poses a health risk. The proposed project would involve the intensification of land uses and, therefore, would have the potential to impact water quality standards. This issue will be further evaluated in the Draft EIR and mitigation measures will be recommended as appropriate.

*Response 8g): **Less Than Significant With Mitigation Incorporation.** Flood zone mapping prepared by the Federal Emergency Management Agency indicates that there are a few areas in the Selma Planning Area that are in the 100-year flood zone (reference the General Plan Background Report, Figure 10-2, June 2008, separately bound). Most of the land in the Planning Area within the 100-year flood zone is not designated residential with the exception of a small area south of Nebraska Avenue and west of Highland Avenue which is designated Low Density Residential (reference the Preferred Land Use and Circulation alternative in Figure 2-4).*

The proposed Safety Element includes policies to identify flood hazards (4.16 and 4.19); and to encourage new development to avoid floodplains or to mitigate and protect against flood impacts if development is to be located in such areas (4.20). This potentially significant impact can be reduced to a less than significant level with the implementation of appropriate mitigation measures. This issue will be analyzed further in the Draft EIR and mitigation measures will be recommended as appropriate.

*Response 8h): **Less Than Significant With Mitigation Incorporation.** See response 8g)*

*Response 8i): **Less Than Significant With Mitigation Incorporation.** According to the General Plan Update Background Report (page 10-2 and Figure 10-1), the City of Selma would be entirely within the inundation zone if Pine Flat Dam failed. There are also canals such as the Centerville and Kingsburg Canal and Fowler Switch Canal which could spill over or fail in the event of a major storm(s). Even though the likelihood of these events taking place is minimal, they're still concerns for the City of Selma. The Safety Element of the proposed General Plan includes objectives and policies to minimize flooding. The Element includes the following two specific policies regarding Pine Flat Dam failure:*

- 4.21 The City shall seek and petition the County of Fresno, Council of Fresno County Governments and other agencies and cities impacted by potential dam failure, to participate in the completion of a disaster plan dealing with Pine Flat Dam failure.*
- 4.22 The City shall prepare a local emergency evacuation plan responding to the complete failure of Pine Flat Dam at peak capacity. The evacuation plan shall be coordinated with other responsible and impacted jurisdictions.*

The Draft EIR will evaluate any potential impacts the proposed project may contribute to flooding hazards and mitigation measures will be recommended as appropriate.

*Response 8j): **No Impact.** The Planning Area is not located near a lake, ocean, or other large body of water where seiche or tsunami would be a threat. Selma and the surrounding area are also relatively flat and would not be affected by mudflow. This issue will not be addressed further in the Draft EIR. No mitigation measures are necessary.*

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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9. LAND USE AND PLANNING -- Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Response 9a): **No Impact.** The proposed General Plan consists of goals, objectives, policies, and standards that will plan and direct growth in the Planning Area in an orderly fashion, and will not result in the division of the community. The proposed project attempts to balance the community on both sides of SR 99. This issue will not be addressed further in the Draft EIR. No mitigation measures are necessary.*

*Response 9b): **Potentially Significant Impact.** The consistency of the General Plan Update with other land use plans, policies, or regulations governing Selma and its SOI will be evaluated in the Draft EIR. Mitigation measures will be recommended as appropriate.*

*Response 9c): **Less Than Significant With Mitigation Incorporation.** See response 4f).*

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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10. MINERAL RESOURCES -- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

*Response 10a): **No Impact.** A review of the USGS Mineral Information, the California Geological Survey, and the California Division of Oil, Gas and Geothermal Resources databases indicates there are no known mineral resources in, around or under the Selma Planning Area. This issue will not be addressed further in the Draft EIR. No mitigation measures are necessary.*

*Response 10b): **No Impact.** See response 10 a).*

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
11. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Response 11a): **Potentially Significant Impact.** The proposed project is an update to the City of Selma's General Plan. The proposed project may entail the alteration of and intensification of land uses, which may result in temporary, periodic, or permanent increases in ambient noise in excess of standards established in the general plan or noise ordinance. A noise analysis will*

be conducted and issues relating to noise will be further evaluated in the Draft EIR. Mitigation measures will be recommended as appropriate.

*Response 11b): **Potentially Significant Impact.** The proposed project may entail the alteration or intensification of land uses, which may result in temporary, periodic, or permanent increase in ambient noise or groundborne vibration or noise levels. A noise analysis will be conducted and issues relating to noise will be further reviewed and analyzed in the Draft EIR. Mitigation measures will be recommended as appropriate.*

*Response 11c): **Potentially Significant Impact.** Noise levels in the Planning Area may increase due to the increased population predicted by the General Plan Update. However, the Plan's Noise Element includes policies to locate noise sensitive uses in compatible areas and to regulate noise producing development to limit noise levels in the City. This issue is potentially significant and will be discussed further in the Draft EIR. Mitigation measures will be recommended as appropriate.*

*Response 11d): **Potentially Significant Impact.** See response 11 a) and c).*

*Response 11e): **No Impact.** There are no public airports in the Selma Planning Area. Therefore, the proposed project will not expose people residing or working in the area to excessive noise levels from a public airport. This issue will not be addressed further in the Draft EIR. No mitigation measures are necessary.*

*Response 11f): **Less Than Significant Impact.** There are two private airports in the Selma Planning Area. The Selma Aerodome is located north of Floral Avenue and West of DeWolf Avenue adjacent to Rockwell Pond on the west side of town. The Quinn Airport is located between State Route 99 and Golden State Boulevard south of East Dinuba Avenue. New development as a result of the proposed project will not expose people residing in the area to excessive noise levels over current conditions. However, both areas surrounding the airports are designated for industrial uses which could expose future employees in the project area to excessive noise levels.*

The Noise Element includes objectives and policies discouraging industrial, commercial or other noise generating land uses (including roadways, railroads, and airports) from locating near the boundary of planned or zoned noise sensitive land uses if resulting exterior noise levels will exceed 65 dB L_{dn} (or CNEL) at the boundary (3.7); and all projects within the impact area of an Airport, shall be evaluated for potential noise impacts from aircraft overflights based on the standards in the Fresno County Airports Land Use Policy Plan and this Noise Element (3.15). This impact is less than significant and will not be addressed further in the Draft EIR. No mitigation measures are necessary.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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12. POPULATION AND HOUSING -- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Response 12a): **Potentially Significant Impact.** The proposed project could result in the intensification of land uses within the City and its Planning Area, and thereby potentially induce population growth in the area both directly and indirectly. This issue will be further evaluated in the Draft EIR and mitigation measures will be recommended as appropriate.*

*Response 12b): **No Impact.** The proposed project would involve the intensification of several types of land uses within the City and its Planning Area, including residential, commercial/retail and industrial development. However, these intensifications would not result in the displacement of substantial numbers of existing housing or necessitate the construction of replacement housing. This issue will not be addressed further in the Draft EIR and no mitigation measures are necessary.*

*Response 12c): **No Impact.** The General Plan Update would primarily involve the intensification of land uses in the City and its Planning Area. The proposed project would not displace substantial numbers of people and necessitate the construction of replacement housing elsewhere. This issue will not be addressed further in the Draft EIR. No mitigation measures are necessary.*

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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13. PUBLIC SERVICES --

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Response 13a):

Fire Protection

Potentially Significant Impact. *The General Plan Update could result in the intensification of land uses, and thereby increased overall demand on fire protection services within the City and its SOI. This issue will be further evaluated in the Draft EIR. Mitigation measures will be recommended as appropriate.*

Police Service

Potentially Significant Impact. *The General Plan Update could result in the intensification of land uses, and thereby increased overall demand on police protection services within the City and its SOI. This issue will be further evaluated in the Draft EIR. Mitigation measures will be recommended as appropriate.*

Schools

Potentially Significant Impact. The proposed project is an update to the City of Selma General Plan. The General Plan Update could result in the intensification of residential land uses, and thereby increase overall demand on school services within the City and its SOI. This issue will be further evaluated in the Draft EIR. Mitigation measures will be recommended as appropriate.

Parks

Potentially Significant Impact. The proposed project is an update to the City of Selma General Plan. The General Plan Update could result in the intensification of land uses, and thereby increase overall demand on parks and recreational services within the City and its SOI. This issue will be further evaluated in the Draft EIR. Mitigation measures will be recommended as appropriate.

Other Public Facilities

Less Than Significant Impact. Other public facilities in the City of Selma include a public library, a post office, and utility and transportation facilities. The proposed General Plan provides adequate land designated for public use to accommodate the growth required of such facilities to serve the growing population. The provision of other public facilities necessitated by growth called for under the proposed General Plan should have a less than significant impact on public facilities. This issue will not be addressed further in the Draft EIR. No mitigation measures are necessary.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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14. RECREATION --

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?



b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?



*Response 14a): **Potentially Significant Impact.** The proposed General Plan includes goals, objectives, policies and standards to provide recreational opportunities and facilities in the City of Selma. If the City was unable to provide recreational facilities for its future growth, for whatever reason, this would be a potentially significant impact. This potentially significant impact will be discussed further in the DEIR. Mitigation measures will be recommended as appropriate.*

*Response 14b): **Potentially Significant Impact.** It is likely that recreation areas will be expanded to accommodate the needs of current and future residents. The construction may take place on lands that are currently in open space or agriculture which may create a potentially significant impact. This impact will be discussed further in the DEIR. Mitigation measures will be recommended as appropriate.*

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
15. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Response15a): **Potentially Significant Impact.** The proposed project includes an update to the Land Use and Circulation Elements. The General Plan Update could result in the intensification of land uses. A future conditions traffic analysis will be conducted for the General Plan and Draft EIR. The Draft EIR will evaluate the potential impacts related to traffic load, capacity of the street system, as well as level of service standards established by the county congestion management agency. Mitigation measures will be recommended as appropriate.*

*Response15b): **Potentially Significant Impact.** The proposed project is an update to the City of Selma General Plan and includes an update to the Land Use and Circulation Elements. The General Plan Update could result in the intensification of land uses. A future conditions traffic analysis will be conducted for the General Plan and Draft EIR. The EIR will evaluate the potential impacts related to traffic load, capacity of the street system, as well as level of service standards established by the county congestion management agency. Mitigation measures will be recommended as appropriate.*

*Response15c): **No Impact.** No aspect of the General Plan update is expected to result in a change in air traffic patterns, including increase in traffic levels or change in location that result in substantial safety risks. This issue will not be addressed further in the Draft EIR. No mitigation measures are necessary.*

*Response15d): **Less Than Significant Impact.** The proposed General Plan calls for eliminating or modifying intersections at awkward angles, and for new streets to be designed with safe intersection geometrics and lines of sight. It also calls for growth to be accommodated in, or contiguous with, the existing urbanized area. These policies will help prevent unsafe intersections and incompatible vehicular uses on area roadways. This issue will not be addressed further in the Draft EIR. No mitigation measures are necessary.*

*Response 15e): **Less Than Significant Impact.** The proposed General Plan includes policies to ensure that emergency access is maintained. This issue will not be addressed further in the Draft EIR. No mitigation measures are necessary.*

*Response 15f): **Less Than Significant Impact.** The Parking Regulations of the City's Zoning ordinance outline the amount and type of parking required for the following uses: residential; commercial; office and professional; schools and public facilities; and recreational. The proposed General Plan is consistent with the Zoning Ordinance and includes policies and standards to ensure that all new development includes adequate parking. This impact is less than significant. This issue will not be addressed further in the Draft EIR. No mitigation measures are necessary.*

*Response 15g): **No Impact.** Selma is served by a City transit system. The proposed General Plan includes policies to seek additional funding for sidewalk construction and to continue monitoring bicycle accidents and establishing additional paths as needed, and to ensure the safety of pedestrians and bicyclists. These policies will improve existing alternative transportation plans, and will not result in conflicts. This issue will not be addressed further in the Draft EIR. No mitigation measures are necessary.*

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
16. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Response 16a): **Potentially Significant Impact.** New development as a result of the General Plan Update will result in the construction of new water, wastewater, and storm drainage facilities. The Selma-Kingsburg-Fowler County Sanitation District (SKF CSD) provides sanitary sewer service to an area covering Selma, Kingsburg, Fowler, and some surrounding areas. SKF owns the wastewater treatment plant (WWTP) and some of the property surrounding the plant, as well as the system's "interceptor" sewer lines and four pump stations. Each city owns its own local sewer collection system (which drains to the interceptors) including sewers, pump stations, and other appurtenances. The District operates and maintains each city's facilities, and refurbishes and replaces them to the extent that funds are available. Each entity is responsible for expanding the facilities it owns. If SKF/the City is unable to accommodate the increased wastewater as a result of the proposed project then this could be a potentially significant impact and will be discussed further in the Draft EIR. Mitigation measures will be recommended as appropriate.*

*Response 16b) and 16c): **Potentially Significant Impact.** See Response 16 a).*

*Response 16d): **Potentially Significant Impact.** The proposed General Plan calls for additional urbanization in the Planning Area. Urbanized lands generally consume equal amounts of water as agricultural land per acre, but may reduce the amount of permeable land surface through which water in the form of rainfall or surface flows can recharge the water table. This may result in a net deficit in aquifer volume. New development will require a new water supply, storage and delivery facilities. The implementation of impact fees is a funding method that is recommended to have new development pay for a portion of the new facilities. This is a potentially significant impact and will be discussed further in the Draft EIR. Mitigation measures will be recommended as appropriate.*

*Response 16e): **Potentially Significant Impact.** See Response 16 a).*

*Response 16f): **Less Than Significant Impact.** The City of Selma is served by the American Avenue Landfill which is operated by the County of Fresno and is approximately 6.5 miles southwest of Kerman. According to the Fresno County Public Works Department, the County's Solid Waste Division has indicated that "...it is estimated that the landfill will be able to continue operations until 2031 when it will be full and will have to be closed."*

The City collects recyclable materials separately from waste. Recyclables can be put in a blue container for weekly pickup and removal. Recyclables are taken to the Fresno County Recycling facility in Kerman where they are processed and then sold to recycled materials users. Yard waste in Selma is collected in a separate green container by the City's private waste collection contractor and is taken to the contractor's facility, where it is processed. California Assembly Bill 939 required all cities to have reduced landfill tonnage by 25% by the end of 1995 and 50% by the end of 2000. Selma took this challenge seriously and reached the 50% waste reduction requirement partially through the introduction of the separate container collection system. Since then, additional partnerships have been established to reduce the amount of waste throughout the community. In 2006, Selma Disposal and Recycling Inc. and the Selma Unified School District created a recycling program in the

school system with paper only bins. With this system in place, the Selma Unified School District was able to divert over 50 tons of paper out of the landfills.

The County will have to either expand the American Avenue Landfill or divert waste to another landfill or an altogether new landfill. The City of Selma will continue to do their part to reduce the amount of waste to County landfills with their recycling efforts. The impact is considered less than significant and will not be addressed further in the Draft EIR. No mitigation measures are necessary.

*Response 16g): **Less Than Significant Impact.** See response 16f).*

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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17. MANDATORY FINDINGS OF SIGNIFICANCE --

a) Does the project have the potential to significantly degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate important examples of the major periods of California history or prehistory?



b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?



c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?



*Response 17a): **Potentially Significant Impact.** The proposed project has the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, and eliminate important examples of the major periods of California history or prehistory. The Draft EIR will evaluate these topics in greater detail to determine whether the proposed project would generate significant environmental impacts. Mitigation measures will be recommended as appropriate to reduce potentially significant impacts to a less than significant level. A Mitigation Monitoring and Reporting Program will also be developed. If necessary, a Statement of Overriding Considerations will be drafted for*

consideration by the City Council should significant and unavoidable impacts be identified in the Final EIR.

*Response 17b): **Potentially Significant Impact.** The proposed project has the potential to result in cumulatively considerable impacts (e.g., air quality, noise, and traffic impacts). The project's contribution to temporary and long-term impacts resulting from new development may exceed the applicable cumulatively considerable thresholds. Therefore, the project's contribution to overall cumulative impacts is considered potentially significant. The analysis undertaken in the DEIR will determine the level of significance of these impacts. Mitigation measures will be recommended as appropriate.*

*Response 17c): **Potentially Significant Impact.** Development and growth in Selma as a result of the proposed General Plan will have the potential to increase traffic congestion, add to the air quality problem, increase noise levels, and have a potentially significant impact on the demand for and provision of public services. Cumulatively, these impacts could have considerable adverse effects on the community. The significance of these impacts will be evaluated in the Draft EIR. Mitigation measures will be recommended as appropriate.*

APPENDICES

APPENDIX A

DRAFT GENERAL PLAN POLICIES STATEMENT

SELMA GENERAL PLAN UPDATE

Draft General Plan Policies Statement



August 2008



Quad Knopf

CITY OF SELMA GENERAL PLAN UPDATE 2035

General Plan Policies Statement

City Council

Don Tow, Mayor
Dennis Lujan, Mayor Pro Tem
Jim Avalos
Mike Derr
Sandi Niswander



Planning Commission

Kenneth Grey, Chairman
Joseph Tiger
Estella Kessler
Danny Serimian
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Adopted _____, 2008

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in association with



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INTRODUCTION

Introduction

SELMA GENERAL PLAN POLICIES STATEMENT



Introduction

California state law requires each city and county to adopt a General Plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning” (§65300). The California Supreme Court has called the General Plan the “constitution for future development.” Selma’s General Plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses, both public and private. State law specifies that each General Plan address seven issue areas (“elements”): land use, circulation, open space, conservation, housing, safety and noise. Additional elements may be added as a local option.

The Selma General Plan provides comprehensive planning for the future. It encompasses what the City is now, what it intends to be, and provides the overall framework of how to achieve this future condition. Estimates are made about future population, household types, and employment, so that plans for land use, circulation and public facilities can be made to meet future needs. The General Plan represents an agreement on the fundamental values and a vision that is shared by the residents and the business community of Selma and the surrounding area of interest. Its purpose is to provide decision makers and City staff with direction for confronting present issues, as an aid in coordinating planning issues with other governmental agencies, and for navigating the future.

- The Land Use Element provides the central policy context on which to base all land use decision making in Selma. It is through the implementation of the goals, objectives and policies that the future land use pattern of Selma will continue to be shaped.
- The Housing Element looks at the current and future need for housing units, the capacity in the City for additional units, the types of households that will need some form of assistance or special housing, and ways to perpetuate existing housing. Selma’s current Housing Element was completed in 2004. The Housing Element is not a part of the General Plan Update and will be updated separately.
- Transportation routes, design standards for streets and neighborhoods, bicycle and pedestrian facilities, and current and future traffic levels on City streets are among the issues covered in the Circulation Element of the General Plan.
- Open space and recreation issues include discussion of parks and recreation resources, targeted growth of these facilities, the creation of a city-wide bike/pedestrian path system and payment strategies to pay for future facilities. The Open Space and Conservation Elements

have been combined along with the optional Element, Recreation. The Element also includes policies and standards with regard to air quality.

- Conservation issues include strategies for an orderly transition from agriculture to urban uses, groundwater recharge, conservation of ground water resources, energy conservation, and commitment to conservation of agricultural lands.

Existing and future noise from traffic, rail, airport and other activities are issues discussed in the Noise Element.

- The Safety Element of the General Plan analyzes conditions in the City and surrounding area that may be hazardous to those who live and work there, such as flood inundation, fire, seismic hazards, geologic hazards and hazardous materials.

Each of these issue areas have goals, objectives, and policies and standards designed to provide a safe and pleasant environment in the future. Selma's General Plan contains not only the seven mandatory elements required by state law, but also optional elements. These include: Public Services and Facilities and Recreation. Each General Plan chapter covers an aspect of the City's growth and development. Components of each section are interrelated and therefore must be consistent with each other. Taken together, they provide the guidance for all aspects of planning for the future.

Having adopted the General Plan, the City assumes the responsibility to implement it, to report on its continuous status, and to communicate with citizens and other agencies regarding the Plan's policies.

Organization of the General Plan

This General Plan is an update, expansion and reorganization of the 1997 General Plan. Significant changes to the 1997 General Plan have occurred: including updating the goals, objectives and policies; creating an existing conditions or Background Report; expanding the boundaries of the Sphere of Influence (SOI), the creation of Urban Development Boundaries (UDB), an updated circulation system; the development of three new specific plan areas (Rockwell Pond, Amberwood and South Selma); and a new Planning Area beyond the SOI. The Planning Area encompasses the City limits and SOI, and unincorporated territory bearing a relation to the City's planning.

The Selma General Plan Update consists of three separate documents – a General Plan Background Report, the General Plan Policies Statement, and the Environmental Impact Report (EIR) and technical appendices. The General Plan Policies document contains six (6) chapters. The focus of each element consists of goals, objectives and policies associated with the major issue areas. Some of the elements contain related background information required by State law. The EIR presents three alternatives and documents how the proposed plan will impact the environment as compared to the alternative plans. The technical appendices contain technical

reports and background information (i.e., noise, traffic, cultural, etc.) which provide a more detailed analysis.

Context

The Selma General Plan Planning Area is located in the Central San Joaquin Valley in south-central Fresno County, approximately 207 miles north of Los Angeles and 209 miles south of San Francisco. The closest major city, Fresno, is located approximately 15 miles northwest of Selma. The Selma General Plan covers a 31 square mile Planning Area which encompasses the City of Selma, the SOI and unincorporated land outside the SOI within Fresno County. All lands outside of the City's boundary are regulated by the Fresno County General Plan and zoning designations. However, State law requires that cities plan for areas outside of their immediate jurisdiction; if the areas have a direct relationship to the city's planning needs. The SOI also establishes future growth areas and the area in which annexations may be permitted.

The Selma Planning Area consists of three distinct geographical areas: The City, which represents the incorporated City within the City limit boundaries; the SOI which is slightly larger than the City's previous SOI; and the Planning Area or Area of Interest, which includes unincorporated Fresno County lands outside of the City's SOI.

Intent of the Plan

This General Plan was developed through a cooperative effort involving the City Council, Planning Commission, City staff and their consultants, and interested citizens who participated in "visioning workshops" and public hearings. The General Plan Update process disclosed a number of important issues which have been instrumental in shaping the plan. Some of these issues are summarized as follows:

- The community needs more walkable, neighborhood oriented subdivisions.
- Selma needs to maintain its "small town" atmosphere.
- More mix of uses needed in the downtown area.
- More recreational opportunities needed in all areas of town.
- More senior housing needed throughout town.
- Expansion of the city-wide bike/pedestrian path system.
- More variety in housing (recessed/detached garages, smaller setbacks, mix of housing).
- New Industrial development to be an expansion of existing industrial areas.
- Selma needs to be more balanced on both sides of SR 99.
- Railroad tracks and SR 99 are aesthetic and noise nuisances.
- Only two SR 99 interchanges in the community which leads to congestion.

Administering the General Plan Program

Once adopted, the General Plan does not remain static. State law provides direction on how cities can maintain the plan as a contemporary policy guide. Government Code section 65400

[b] directs the Community Development Department to report annually to the City Council on the status of the general plan and progress made in its implementation.

Over time it may be necessary to re-evaluate the goals, objectives and policies and modify them due to changes in the environment, regional considerations, and the economy. Up to four general plan amendments per year for each mandatory element are permitted by State law. It is required that any decision on a general plan amendment be supported by findings of fact.

General Plan Requirements

While they allow considerable flexibility, state planning laws do establish some requirements for the issues that general plans must address. The California Government Code establishes both the content of general plans and rules for their adoption and subsequent amendment. Together, state law and judicial decisions establish three overall guidelines for general plans.

- **The General Plan must be comprehensive.** This requirement has two aspects. First, the General Plan must be geographically comprehensive. That is, it must apply throughout the entire incorporated area and it should include other areas that the City determines are relevant to its planning. Second, the General Plan must address the full range of issues that affects the City's physical development.
- **The General Plan must be internally consistent.** This requirement means that the General Plan must fully integrate its separate parts and relate them to each other without conflict. The internal consistency requirement has five dimensions: equal status among elements, consistency between elements, consistency within elements, area plan consistency and text and diagram consistency.
- **The General Plan must be long-range.** Since the General Plan affects the welfare of current and future generations, state law requires that the plan take a long-term perspective (§65300). The General Plan projects conditions and needs into the future as a basis for determining objectives. It also establishes long-term policies for day-to-day decision-making based upon those objectives.

CHAPTER ONE
LAND USE ELEMENT

Land Use Element

1.0 LAND USE ELEMENT

1.1 Introduction

The Land Use Element is a guide to future land use within Selma and affects many of the issues addressed in the other General Plan Elements.

The Land Use Element identifies the type and location of future land uses within the City. The specific land uses and their location in turn affect the remaining General Plan Elements. For example, the location and type of land uses outlined in the Land Use Element affect the circulation system that is identified in the Circulation Element. They also reflect the application of the community's goals for its future form and character. In addition to land uses, the Land Use Element also addresses how and when growth will occur, with special attention given to public services and facilities as well as economic development.

1.2 Purpose of the Land Use Element

State law requires that Selma prepare and adopt a General Plan as a tool to manage growth and development. The Land Use Element is one of the seven mandatory elements of the General Plan. The purpose of the Land Use Element is to describe present and planned land uses and their relationship to the community's long-range goals for the future. The Land Use Element identifies the proposed general distribution, location, and extent of land uses such as residential, commercial, industrial, and public/quasi public. The Element consists of text and a map (reference map pocket) that outlines the future land uses within the City and how these uses are integrated with the other General Plan Elements and policies. The Land Use Map is a particularly important feature of the Element since it shows the location and types of development within the City. The Element also describes the intensity or density of development planned for the community. The Land Use Element of the Selma General Plan represents the City's desire for long-range changes and enhancements of land uses. Finally, the goals, objectives and policies and standards contained in this Element establish the framework for future land use planning and decision making in Selma.

1.3 Scope and Content of the Land Use Element

The Land Use Element complies with the requirements of the General Plan Land Use Element mandated in Government Code §65302(a). The Element is comprised of five sections: the Introduction; Purpose of the Land Use Element; Scope and Content of the Land Use Element; Goals, Objectives, and Policies and Standards; and Land Use Map. In the Goals, Objectives, and Policies and Standards section, major land use issues are identified and related goals and policies are established to address these issues. The goals, which are overall statements of community desires, are comprised of broad statements of purpose and direction. Policies serve as guides for reviewing development proposals, planning facilities to accommodate anticipated growth, and



accomplishing community economic development strategies. To achieve the goals, objectives and policies, a logical, organized land use pattern is established with standards for future community development. The Land Use Map graphically identifies the planned land uses within Selma.

1.4 Growth Management

The issue of growth management is central to the general plan process. Growth impacts the community in a variety of ways affecting all of its residents. When growth takes place in a manner consistent with the community's ability to provide necessary services, growth can have positive impacts. Unplanned growth or rapid growth beyond the ability to provide services can create an unpleasant environment and have a devastating affect on the long term economic vitality of the community.

It is in the context of managed growth that the impact of the General Plan can best be understood. A general plan can be broadly defined as an adopted statement of policy for the physical development of a community. As such, it not only represents the official policy regarding the nature and quality of development within the community, but also represents an assessment of the type, quantity, and timing of future development. A major purpose of this General plan is to provide a clear statement of the City's desire for future development. The Plan will be used in the decision making process and is designed to be the framework for policy decisions on both private development projects and City capital expenditures.

The General Plan reflects a serious interest in the effects of urban development on the City's operation and capital budgets. All land use decisions have an effect on future City tax revenues and on the cost of delivering services. As long as the City continues to grow in population, the operating and capital budgets have to address increased service demands. The purpose of a growth management strategy is to reach a balance between the need to house new population and the need to balance the City's budget while providing acceptable levels of service.

The City's strategy for growth management can best be described as the prudent location and timing of new development to maximize the efficient use of urban facilities and services. The General Plan gives direction to the growth the City will experience in the future. Where and when growth is accommodated has major implications for service levels and on the costs of City operations.

1.5 Zoning Consistency

To meet requirements of State Law and simplify the planning process, all land within the Sphere of Influence identified on the General Plan map is provided with a land use designation. The classifications of land are adopted as General Plan policy and are intentionally broad to allow flexibility in project planning. Typically, this flexibility may allow more than one zoning district to be consistent with a single general plan land use designation.

By law, the Land Use Element must establish standards of population density and building intensity for each land use designation. Residential land use density and intensity is expressed in

terms of units per gross acre. A gross acre is the raw land before any dedication of streets, setbacks or other restrictions are applied. Units per gross acre is used because it is easier to understand and convey to the general public. Each residential category includes minimum and maximum densities specified in a range of units per gross acre. This allows for a variety of development proposals and zoning requests to be consistent with the General Plan land use designation. The figures are estimates based on average housing units per gross acre. The ultimate population density may be obtained by multiplying the number of units by the average household size to determine the number of persons per acre.

Commercial and industrial land uses include a maximum lot coverage which should not be exceeded. It would not include parking areas (except garages and carports), sidewalks and similar features.

While the Land Use Element specifies a range of unit densities per acre, the Zoning Ordinance of the Selma Municipal Code regulates lot size, parking requirements and other development standards. Under a given land use designation, different zone districts may be appropriate. Consideration of different development requirements within a land use designation is accomplished under the Planned Development provisions of the Zoning Ordinance.

Table 1-1 provides a summary of the density ranges allowed in residential designations and the maximum lot coverage area ratio allowed in non-residential designations and also lists the zoning districts appropriate for each land use.

1.6 Agricultural Management

GOAL 1

Protect adjacent and nearby agricultural lands within the City's Planning Area, while providing for logical growth of the City.

Policies and Standards

- 1.1 The following agricultural land use category identifies land throughout the Planning Area that is intended primarily for agricultural uses.

Agriculture (AG) 0 to 0.05 Units Per Gross Acre.

This designation provides for agriculture and agriculturally-related uses with a 20-acre minimum lot size, and is generally applied to lands outside of urbanized areas or areas planned for future urbanization. Although lands designated Agriculture are not always under the direct control of the City of Selma, the agricultural designation of these lands is intended to express the City's preference that these areas remain in agricultural use and production.

**Table 1-1
Land Use and Zoning Consistency**

	Units Per Acre		Lot Size (sq. ft.)	
General Plan Designation	Min	Max	Min	Consistent Zoning
Residential Land Uses				
Extremely Low Density	0.0	0.5	20,000	AE, OS, RA
Very Low Density (VLD)	0.0	2.0	12,000	R-1-12
Low Density (LD)	1.0	4.0	9,000	R-1-9, R-1-12
Medium Low Density (MLD)	3.0	5.5	7,000	R-1-7, R-1-9
Medium Density (MD)	4.5	9.0	6,000	R-2
Medium High Density (MHD)	8.0	14.0	20,000	R-3, R-2
High Density (HD)	13.0	19.0	30,000	R-4, R-3
	Max Lot		Min Lot	
Commercial Land Uses	Coverage		Size	Consistent Zoning
Neighborhood Commercial (NC)	40%		1 Acre	C-1
Community Commercial (CC)	60%		20,000	C-2
Commercial Office (CO)	40%		5 Acres	C-O
Service Commercial (SC)	75%		20,000	CS
Highway Commercial (HC)	70%		20,000	CH
Regional Commercial (RC)	60%		5 Acres	C-3
Planned Medical Devel. (PMD)	50%		20,000	PMD
Central Business District (CBD)	100%		None	CBD
	Max Lot		Min Lot	
Industrial Land Uses	Coverage		Size	Consistent Zoning
Light Industrial (LI)	80%		10,000	M1
Heavy Industrial (HI)	90%		10,000	M2
Business Park (BP)	75%		10,000	BP
	Max Lot		Min Lot	
Miscellaneous Land Uses	Coverage		Size	Consistent Zoning
Public Facilities (PF)	N/A		None	Any
Park (PA)	N/A		1 Acre	OS
Reserve (RE)	N/A		N/A	RA, OS

- 1.2 In order to preserve them as a natural resource and provide a buffer between existing and future development in the City and neighboring cities, prime agricultural lands should not be designated for urban development to the extent feasible.
- 1.3 The premature conversion of productive agricultural lands to urban uses is discouraged. Steps to curb conversion of these lands include the use of Williamson Act contracts, Farmland Security Zone contracts, agricultural zoning, purchase/transfer of development rights and “right to farm” covenants.
- 1.4 Request that Fresno County amend the County’s Selma Community Plan to be consistent with the City’s General Plan.
- 1.5 Support Fresno County General Plan objectives and policies which protect agricultural lands by maintaining large agricultural parcel sizes and preventing the development of these parcels until it is appropriate to be annexed into the City for development.
- 1.6 Support agricultural industries within the City, but not in the unincorporated areas of the Selma Sphere of Influence. The City shall discourage agricultural industries in unincorporated lands as it would blur the City edge and create demand for annexation and City services.
- 1.7 Require a “right to farm” covenant to be recorded for all development adjacent to productive agricultural lands, in order to provide notice to future owners and protect the farming activities.
- 1.8 New development in the community should be sequential and contiguous to existing development, to ensure the orderly extension of municipal services and preservation of an adequate circulation system.
- 1.9 While the City prefers contiguous urban development, this may not always be feasible or possible given short-term ownership and development constraints. However, leapfrog development greater than ¼ mile from existing urban uses should be discouraged. Such development should be required to submit an analysis of the fiscal and service impacts the development would have upon the City.
- 1.10 The in-fill of existing vacant lands within the City limits should be encouraged over development on the periphery of the community.
- 1.11 Development of peninsulas of urban development into agricultural lands shall be discouraged.
- 1.12 In cooperation with Fresno County and the Fresno Local Agency Formation Commission, the City shall adopt and maintain a Sphere of Influence consistent with this General Plan. The Sphere of Influence shall serve the mutual interests of the County and City by preserving agricultural uses in areas vulnerable to development while protecting

the ultimate growth area of the City from potential incompatible or unplanned urban uses.

- 1.13 The City shall discourage extension of urban services for land which will not be annexed into the City for greater than one year, except when required to eliminate health and safety problems in existing developments.
- 1.14 The City shall oppose untimely urban development in the unincorporated areas of the Sphere of Influence.

1.7 Residential Land Use

GOAL 2

Provide adequate land and services to facilitate the development of a wide range of housing types within the City of Selma.

Policies and Standards

- 1.15 The following residential land use categories identify land throughout the Planning Area that is acceptable for housing; clarifies the overall type of housing to be developed within each category; and allows for a mixture of housing types, lot sizes and affordability within the community.

Extremely Low Density (ELD): 0.0 to 0.5 Units Per Gross Acre

This designation allows for large lot sizes typically 20 acres and larger. Typical zoning would be RA (Residential Agricultural), and OS (Open space). Other permitted uses include crop and tree farming, horticulture, temporary stands for the sale of agricultural products grown on the same property, small farming, and publicly owned parks and playgrounds. Estate sized lots and areas where horses could be kept may also be compatible in some areas.

Very Low Density (VLD): 0 to 2.0 Units Per Gross Acre

This category is characterized by larger lot sizes ranging from a minimum of 12,000 square feet to a more typical 20,000 square feet. Typical zoning would be R-1-12. A planned unit development may be appropriate if accompanied by a recreational amenity such as a golf course, lake or similar amenity. Estate sized lots and areas where horses could be kept may also be compatible in some areas.

Low Density (LD): 1.0 to 4.0 Units Per Gross Acre

The intent of this classification is to provide locations for the construction of single family homes. Zoning classifications under this designation include R-1-9 and R-1-12 with 9,000 and 12,000 square foot lot minimums respectively.

Medium Low Density (MLD): 3.0 to 5.5 Units Per Gross Acre

This Designation allows for a transition of housing types between higher density development and conventional single family developments. Typical zoning would be R-1-7 or R-1-9. This land use designation is representative of most existing single family developments within the City. Minimum lot size is 7,000 square feet.

Medium Density (MD): 4.5 to 9.0 Units Per Gross Acre

Small-lot, clustered development and low density multiple family development would be acceptable in this designation. To accommodate these types of development, typical zoning would be R-2, having a minimum lot size of 6,000 square feet with an additional 4,000 square feet for each additional unit on the same lot. In addition, specific development standards would be necessary on a project by project basis to insure that there would be sufficient open space, parking, etc. The majority of multiple family development in this district would be in the form of duplexes.

Medium High Density (MHD): 8.0 to 14.0 Units Per Gross Acre

This classification provides for lower intensity multiple family developments. Typical zoning would be R-3 with a minimum lot size of 20,000 square feet. A lot with the minimum lot size would typically have up to 4 residential units. Typical development would be tri- and four-plexes and single story apartment complexes.

High Density (HD): 13.0 to 19.0 Units Per Gross Acre

Notable apartment developments are provided within this designation. A new zone district, R-4, will be required to be developed in the zoning ordinance. R-4 zoning will have a minimum lot size of 30,000 square feet. A lot with the minimum lot size could potentially have up to 13 residential units. This designation would likely result in multiple story apartment complexes.

Mixed Use (MU) 5.0 to 19.0 Units Per Gross Acre

This classification accommodates a variety of retail, government, and commercial services, including but not limited to, restaurants, offices, inns/hotels, and entertainment uses. Residential uses can be provided above commercial or in free-standing buildings. Innovative housing options, integration with commercial and office uses, and pedestrian-oriented design are particularly encouraged within the Mixed Use land use designation.

- 1.16 For fostering competition and choice of housing, the City shall identify approximately 150 percent of the estimated land needed for development to accommodate the projected growth of the community during the plan period on the general plan land use map.
- 1.17 Within one year of adoption of the General Plan, the City shall review its Capital Improvements Program to ensure that planned improvements are consistent with the Plan.
- 1.18 The City shall work closely with the school district in monitoring housing, population, school enrollment trends and in planning for future school facility needs, and shall assist the school district in locating appropriate sites for new schools.

- a. The City will involve the school district as early as possible in the planning process to ensure that the analysis of and provision for adequate school facilities are an integral part of any project review.
 - b. New schools should be located as close as possible to housing developments so children can walk/bike to school, and to minimize district transportation costs.
 - c. New school sites should be located adjacent to public parks and/or open space to allow joint use of public land.
 - d. New school sites should be located to minimize the need for young children to cross major roadways, railroads or other physically challenging barriers.
 - e. The City shall assist the school district in finding sites for the elementary schools, middle schools and high schools which the school district indicated would be necessary to serve the population growth projected in this General Plan update.
- 1.19 The City will work closely with the school district to ensure that school facilities will keep pace with new development. The City may assist the school district in securing funding for new school facilities and, where legally feasible, the City may provide a mechanism which, along with state and local sources, requires development projects to satisfy the school district's financing program based upon evidence of their impact.
- a. The school district will impose fees as legally allowed by the state on residential development projects for the construction and/or reconstruction of school facilities. The fees on residential development projects may be adjusted every two years for inflation.
 - b. The City will encourage the school district to take actions necessary to qualify for state school funds.

GOAL 3

Provide a high quality living environment in residential neighborhoods.

Policies and Standards

- 1.20 Support smart growth principles that advance mixed use, higher density, walkable, bikeable and accessible neighborhoods which coordinate land use and transportation with open space areas for recreation. Promote green/sustainable building standards for private residential, multifamily, and commercial projects.
- 1.21 The City will encourage Leadership in Energy and Environmental Design (LEED) features for new construction including commercial, residential, industrial and public facilities. LEED was established to provide the building industry with design tools and standards which create high performing, environmentally friendly, sustainable buildings.

- 1.22 Residential neighborhoods should be protected from encroachment of incompatible activities or land uses which may have a negative impact on the residential living environment.
- 1.23 New residential developments shall incorporate specific and unique design features into their projects to help promote a sense of ownership and place in a neighborhood. Proposed elevations and materials shall be compatible with adjacent or nearby neighborhoods. Design features shall include the physical appearance and materials used on a structure as well as the placement of structures within a development. Elevations and floor plans shall be reviewed and evaluated prior to approval of new residential developments.
- 1.24 In order to encourage the integration of neighborhood and community commercial uses into neighborhoods, designs should de-emphasize the usage of walls as buffers where they create barriers to pedestrian access. Continuous block walls shall be discouraged, and offsets and openings shall be encouraged, other types of uses, such as open space, may be utilized as buffers.
- 1.25 If walls are used, they shall be designed in a manner that incorporates a variety of materials and textures as well as landscaping. Wall design and materials shall be reviewed and evaluated at the time of approval of new residential developments.
- 1.26 The City shall plan new residential areas to be within the recommended distance of ½ mile of school playgrounds and/or recreational open space. Park facilities shall be provided in each quadrant of the City within a recommended ¼ mile walking distance of most residents.
- 1.27 Required front yard setbacks shall be landscaped and provided with permanent irrigation systems prior to issuance of occupancy permits for single family residential developments. A minimum of one street tree for every 30 feet of street frontage shall be provided. Such trees shall not be less than two inches in diameter, measured four and one half feet from the root ball, and shall be a variety from the City's list of approved trees.
- 1.28 To provide additional security, privacy and noise reduction, all new residential development shall require minimum setbacks of 20 feet for structures abutting arterial streets and 10 feet for structures abutting collector streets.
- 1.29 The following access restrictions shall apply to new single family subdivisions:
- a. New single family residential lots shall not be permitted to have vehicle access to arterial streets.
 - b. New single family residential lots shall not be permitted to have vehicle access to collector streets where it can be avoided.
 - c. The use of frontage roads, corner lots, open end cul-de-sacs or other street design solutions for access is encouraged.

1.30 The east side of McCall Avenue between Floral Avenue and Gaither Street shall be designated as a Special Policy Area. The purpose of the Special Policy Area is to define the area of existing single family residential uses that are subject to changing urban environments that may reduce the suitability of the area for new residential development. The anticipated impacts of street widening that would affect the single family residential use of property, include: reduction in front yard building setbacks for existing homes, increased awareness of the arterial street classification due to nearness of the street improvements and increased traffic volumes. The McCall Avenue Special Policy Area shall be subject to the following:

1. In order to protect the existing residential nature of the area, all properties shall continue to be designated for medium density residential use.
2. In consideration of the potential effects of the future widening of McCall Avenue, the properties within the McCall Special Policy Area shall be permitted to develop with office commercial uses in a manner that considers and protects the residential environment of the existing uses.
3. Any proposal to develop commercial office uses shall be subject to a precise plan overlay district, which may be enacted subject to making the following findings:
 - a. The size and shape of the property is adequate to provide for the proposed development.
 - b. The development gives consideration to the potential effect of development on other immediately adjacent properties by providing compatible architectural building designs, setbacks, significant landscape treatment, shared driveway access and on site circulation and parking facilities.
 - c. The commercial office development does not generate vehicular traffic that significantly affects the adjacent residential uses.
 - d. The conversion of existing residential buildings for commercial office use provides for structurally safe, as well as aesthetically pleasing buildings as a result of the change of occupancy.
4. Precise plans for commercial office development within the special policy area shall incorporate the following general development guidelines.
 - a. The placement of buildings on the property shall conform to the average building line of the existing development along the east side of McCall Avenue.
 - b. The architectural design of new office buildings shall reflect the residential character of the single family residential buildings in the area. Detailed architectural elevations and renderings shall be submitted for review during the precise plan approval process.

5. The conversion of existing residential buildings to commercial office use shall be subject to the same architectural review as new office buildings. The detailed architectural elevations submitted for review shall provide assurance that architectural building enhancements are incorporated into the change of occupancy consistent with other improvements to the property.
 - a. The use of existing residential buildings for commercial office use shall be subject to code compliance inspection performed by a licensed architect or engineer. The Code compliance inspection shall be performed to assure that any existing building used for office commercial use is safe for commercial occupancy.
 - b. All parking areas shall be located to the rear of buildings and or shall be setback a minimum of 20 feet and screened from McCall Avenue by buildings, low brick walls and extensive landscaping. Shared parking facilities shall be encouraged.
 - c. Drive approaches and driveways serving development from McCall Avenue shall be to the one way residential standard 12 to 15 feet in width and shall be spaced to retain the residential character of the area. Shared driveway access shall be encouraged.
 - d. The landscaping plan shall include the planting of large trees, at least 24 inch nursery box size, along the front or street side of the property. Trees shall be spaced in a manner that provides a 100 percent shade canopy, upon tree maturity, along street frontages.
 - e. Adjacent properties are encouraged to consolidate and join together in order to provide adequate property size for commercial office development.

GOAL 4

Ensure that higher density residential developments provide amenities and maintenance of facilities that assures an adequate standard of living to the residents of the development.

Policies and Standards

- 1.31 In order to meet a portion of the open space and recreational needs generated by higher density residential developments, private recreational facilities should be provided in all residential planned unit developments and multiple family residential projects over five units.

GOAL 5

Ensure that higher residential densities do not negatively affect existing neighborhoods.

Policies and Standards

- 1.32 "Medium High" and "High" residential land use districts should be distributed throughout the community. However, such residential districts shall be located at or near intersections of arterial and/or collector streets and should be close to shopping, transit and schools. Access to developments within these districts through single family residential neighborhoods is discouraged.
- 1.33 Higher density residential developments should be designed in a manner that minimizes the impacts upon adjacent properties. To that end, the following development standards should be incorporated into higher density residential projects:
- a. Outdoor recreation areas, game courts, pools and solid waste collection areas on multifamily properties shall be oriented away from adjacent properties planned for single family residential.
 - b. Parking areas, garages, other non-residential structures and access drives shall be separated from adjacent properties planned for single family residential with a 10-foot landscaped setback containing deciduous and evergreen trees.
 - c. Exterior area lighting for multiple family residential parking, carports, garages, access drives and outdoor recreation areas shall be shielded to minimize line-of-sight visibility from abutting property planned for single family residential.
 - d. Multiple family residential buildings greater than 20 feet in height shall be prohibited within 25 feet of property planned for single family residential.
 - e. Permanent fences or walls shall be provided adjacent to non-street project boundaries.
- 1.34 Driveway access within 175 feet of the intersection of two arterials for multiple family residential should not be permitted.
- 1.35 Multiple family residential development projects should be no larger than 120 units. Developments larger than this should be designed, approved and managed as separate projects.
- 1.36 Multiple family residential development projects in the "Medium High" and "High" land use designations should be of sufficient size to provide on-site management.

GOAL 6

Provide for a mix of densities which will ensure adequate and affordable housing for all economic segments of the community.

Policies and Standards

- 1.37 The minimum lot area for a single family dwelling unit shall be 7,000 square feet, with exceptions to this minimum allowed subject to the approval of a Conditional Use Permit or Specific Plan as set forth in the City of Selma Zoning Ordinance.
- 1.38 Prior to development of less than the minimum range specified for a given residential General Plan Designation or amendment of the General Plan to allow a lower density designation for a parcel of land, the findings listed below shall be made. The intent of this policy is to make efficient use of land and ensure the viability of long-range financing mechanisms used to finance public improvements.
- a. A determination that the density will not cause a shortfall in any assessment district, reimbursement agreement or other fee program implemented by the City.
 - b. That the design of the project addresses noise, traffic, and access within the confines of the project.
 - c. That adjacent land uses, existing or planned, are not significantly impaired, or prohibited, as a result of the lower density.
 - d. That the lower density is consistent with the requirements of State Government Code Section 65863.
- 1.39 The maximum densities provided for in this general plan land use element may be exceeded for reconstruction of existing multiple dwelling units in accordance with the following:
- Demolition and reconstruction of existing multiple dwelling units on a single legal parcel in areas designated or zoned for single family development may be permitted subject to review and approval by the Planning Commission at a public hearing and in accordance with the following:
- a. The multiple dwelling units were legally constructed. For the purposes of this policy, legally constructed shall include all multiple dwellings which have approved entitlements, approved building permits for construction or conversion, or can be shown by City records to have existed prior to 1970.
 - b. The lot can be shown to accommodate reasonable facilities for the scale of the development, such as open space, parking and common areas. A minimum of one hundred fifty (150) square feet of private open space per unit should be provided.

- c. A minimum of one (1) on-site parking space per unit shall be provided. Where parking in excess of one space per unit exists, parking spaces numbering not less than the existing number shall be provided upon completion of the reconstruction.
- d. There shall be no increase in the intensity of the land use over that which previously existed. No increase in the number of units shall occur. The average size of all units on the property shall not be increased, except as required to meet any minimum size required by the Selma Municipal Code.
- e. The proposed height and bulk of the dwellings shall be compatible with the surrounding neighborhood.
- f. The exterior materials and architecture shall be compatible with the surrounding neighborhood.

1.8 Commercial Land Uses

GOAL 7

Promote a full range of commercial activity appropriate to the community.

Policies and Standards

- 1.40 The Land Use Element and plan map include eight commercial categories intended to provide a complete range of neighborhood, community, service, regional and highway commercial needs. In addition, there are districts identified for commercial office, planned medical development and the central business district. Below is a summary of the commercial land uses provided for in this General Plan:

Neighborhood Commercial (NC): 40% Lot Coverage

This designation includes convenience commercial and neighborhood shopping centers providing a range of necessary day-to-day retail goods and services serving a market area generally less than ½ mile around the site. Neighborhood commercial areas should be on a 1-5 acre site.

Commercial Office (CO): 40% Lot Coverage

This designation is intended for the exclusive development of non-retail business and professional offices. New sites should be a minimum of one acre or larger in size.

Community Commercial (CC): 60% Lot Coverage

This designation includes a variety of uses that serve the community and occasionally nearby rural areas and small cities. New Community Commercial development usually includes multiple anchor tenants such as grocery-drugstore combinations as well as smaller retail and service businesses. New Community Commercial designations should occupy sites ranging in size from 5-25 acres and be located at arterial intersections. Existing Community Commercial sites in the downtown or surrounding area could be as

small as 6,000 square feet. However, new sites should require a minimum of five acres and a depth of 500 feet.

Central Business District (CBD): 100% Lot Coverage

The Central Business District represents the historical business center of Selma. It is currently developed with a variety of retail stores, offices and parking lots. The Central Business District designation is designed to provide flexibility in the development of new uses within the downtown area, while maintaining the ambience of the area.

Planned Medical Development (PMD): 40% Lot Coverage

The Planned Medical Development designation is designed to provide development opportunities for medical oriented offices and businesses in close proximity to the existing hospital. The clustering of medical related professional services will provide convenient access to the public and to the professionals who provide the services.

Regional Commercial (RC): 60% Lot Coverage

This designation is designed to provide development opportunities for those uses that attract customers from well outside the City of Selma. To fulfill the role as a regional commercial provider, such development must be close to major transportation links and contain sufficient area to provide adequate facilities and parking. Regional uses have anchor tenants with market areas generally covering at least a fifteen mile radius such as larger durable good retail stores and vehicle sales.

Highway Commercial (HC): 70% Lot Coverage

This designation includes several types of uses distinguishable because of their service orientation to the highway traveller. Uses include hotels and motels, restaurants, service stations, truck stops, and associated uses. Highway Commercial designations are limited to the areas surrounding the interchanges with Highway 99.

Service Commercial (SC): 75% Lot Coverage

This designation includes a broad range of commercial activities that can include businesses with both retail and service components. Among these uses are: auto repair, service stations, building materials, warehousing, contractors, equipment yards and similar uses. Uses within this designation would usually be conducted entirely within a building, with outside storage screened from public view.

- 1.41 The City shall monitor the availability of vacant lands for each commercial land use designation. When the amount of available land is less than required for three years of average growth, the City shall initiate applications, such as zoning and general plan amendments, excluding annexation, to ensure that at least a three-year supply of commercial lands are available for development.
- 1.42 The City shall provide pre-application services for commercial activities if requested.
- 1.43 The City shall monitor and update plans for public streets and utilities, particularly as they pertain to new commercial areas.

1.44 The City shall assist in the planning of privately owned public utilities.

GOAL 8

Provide an appropriate interface between commercial and residential land uses.

Policies and Standards

- 1.45 A minimum six-foot high, grout reinforced, solid masonry wall shall be constructed between all new commercial developments and land designated for residential use. A wall taller than six feet may be allowed when required for sound reduction as identified in a noise study or as determined to be necessary for security of commercial property. Openings in the wall may be provided at appropriate locations to allow for pedestrian connectivity.
- 1.46 A 20 foot-minimum setback shall be provided between all new developments in the Regional Commercial and Highway Commercial land use designations, and properties designated for residential uses. Half the width of streets and alleys may be counted towards this setback. The setback area shall be landscaped and not include any parking, trash, loading, storage, or similar facilities.
- 1.47 A 10-foot minimum setback shall be provided between all new developments in all commercial land use designations and properties designated for residential uses, except the Central Business District, Regional Commercial and Highway Commercial land use designations. Half the width of streets and alleys may be counted towards this setback. The setback area shall be landscaped and not include any parking, trash, loading, storage, or similar facilities.
- 1.48 Commercial building height shall not exceed twice the distance to the nearest property line which is shared with property designated for residential uses.

GOAL 9

Developers shall provide pleasant interfaces between commercial uses and adjacent public areas.

Policies and Standards

- 1.49 A minimum of 20 feet of landscaping shall be required for all new commercial development adjacent to arterial streets, except in the CBD land use designation.
- 1.50 A minimum of 10 feet of landscaping shall be required for all new commercial development adjacent to collector and local streets, except in the CBD land use designation.

- 1.51 Parking areas shall be screened from adjacent streets in all new commercial developments by either landscaped berming, dense landscaping or low height walls.
- 1.52 All commercial outdoor storage areas shall be screened from adjacent public right-of-ways.
- 1.53 All new commercial developments or substantially rehabilitated commercial buildings shall include trash enclosures. Within the Central Business District and in cases of substantially rehabilitated commercial buildings, the size and configuration of the enclosure may be adjusted to the scale and size of the property.

GOAL 10

Commercial areas adjacent to Highway 99 shall present a visually pleasing image to the traveler and potential customer to Selma businesses.

Policies and Standards

- 1.54 All commercial areas adjacent to Highway 99 shall be designed so that truck bays, trash areas, loading docks and other similar areas are visibly screened from the freeway.
- 1.55 If the rear or sides of new buildings or substantially remodeled buildings will be visible from Highway 99, then those building faces shall have architectural features similar to the main entrance to the building. Buildings adjacent to Highway 99 shall contain features such that flat, non-descript walls are eliminated.
- 1.56 Visible metal exteriors on commercial buildings shall be prohibited on parcels adjacent to Highway 99, except in the Highway Commercial land use designation.

GOAL 11

Adequate parking should be provided for commercial uses.

Policies and Standards

- 1.57 The City shall require adequate off-street parking for all new commercial developments.
- 1.58 The City shall review all substantial changes of use for adequate parking. If the new use will result in a substantial increase in required off-street parking, then additional parking shall be provided on-site or within 300 feet of the new use prior to commencement of the use, except in the CBD land use designation.
- 1.59 The City shall allow shared parking when it can be clearly demonstrated that two or more uses will not require use of the same parking spaces at the same time. No greater than 75 percent of required parking may be shared parking.

GOAL 12

Promote new interest in the Central Business District through policies which recognize the unique attributes of the CBD and facilitate the establishment of new uses.

Policies and Standards

- 1.60 The City shall promote and encourage retail and restaurant uses on the street level floor of Second Street and High Street between Second and North Streets. The use of public sidewalks for outside sales and food service is encouraged, provided a minimum of five feet of sidewalk remains clear for pedestrian traffic.
- 1.61 To encourage new development that is consistent with the existing CBD building pattern and character, the following shall apply to new construction within the CBD:
 - a. Setbacks and landscape areas shall not be required. However, small window planters and similar features are encouraged to add color and interest to individual store fronts.
 - b. Parking shall not be required as a condition of construction due to the existence of municipal parking facilities. The City will seek to provide additional municipal parking areas in the CBD.
 - c. All new or substantially remodeled buildings should include architectural features consistent with the Selma Redevelopment Design Standards. Architectural features include covered walkways, canopies, and building facades which include variations in textures, materials and surface.
 - d. Building facade materials shall be consistent with existing and historic materials in the CBD.
- 1.62 New or remodeled buildings shall not have a building face adjacent to a public street or sidewalk greater than 15 feet without a door or window.
- 1.63 The City shall identify appropriate sites for new civic facilities in the CBD and cooperate with other governmental and quasi-governmental agencies in locating facilities in the CBD.

GOAL 13

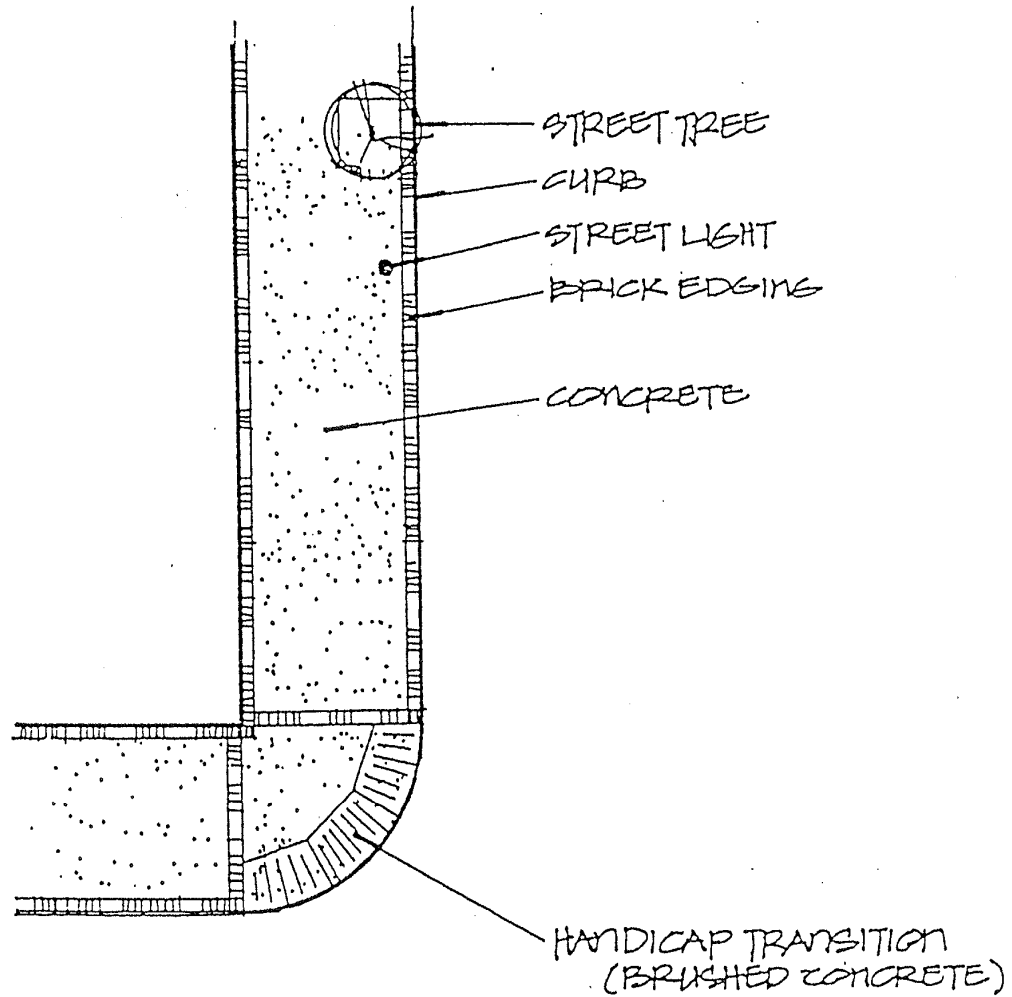
Improve the appearance of the Whitson Street corridor (both sides of Whitson Street between Highland and Todd) and promote reintroduction of commercial businesses.

Policies and Standards

The following policies and standards apply only to lands located within the Whitson Street corridor.

- 1.64 All new permitted and conditional proposed uses within the Whitson Street corridor shall be subject to site plan review requirements as set forth in the City of Selma Zoning Code, in addition to any other permitting requirements. Site plan application materials, including exterior elevations, shall be prepared by a licensed architect or similarly qualified professional.
- 1.65 Brick, stucco, wood and similar materials should be used to minimize the amount of visible metal surfaces on store fronts.
- 1.66 Bay doors, loading areas and trash enclosure openings should be screened from Whitson Street.
- 1.67 Parking areas along Whitson Street are encouraged to be placed to the rear of buildings, so that buildings become the predominate feature and create a more pedestrian-oriented environment.
- 1.68 Whitson Street shall have a sidewalk of not less than seven feet in width where feasible and shall include tree wells a minimum of 25 feet on-center. The sidewalk shall be constructed using a combination of brick and cement similar to the design used in the Selma Redevelopment Plan Area (see Figure 1-1).
- 1.69 Patio areas with outdoor seating are encouraged for restaurants in areas adjacent to Whitson Street.
- 1.70 Second story dwelling units over commercial businesses may be permitted, subject to approval by the Selma Planning Commission.
- 1.71 The use of common or shared parking areas, and common driveways between adjoining uses on the Whitson Street corridor is encouraged.

SIDEWALK DETAIL



1.9 Industrial Land Use Districts

GOAL 14

Provide sufficient industrially designated land to accommodate industrial users.

Policies and Standards

- 1.72 To foster potential for a broad range of industrial development with the City, the General Plan provides for three industrial land use districts. Each of these districts is designed to accommodate a different intensity of industrial use and serves to improve the marketability of the City for new job creation.

Business Park (BP): 75% Lot Coverage.

The Business Park designation is intended to provide for the development of campus type office developments that would utilize substantial landscaping and innovative architectural designs. Parking areas would typically be screened from the street and the sites would provide amenities for employees. Some commercial uses, such as restaurants and daycare, should be permitted to serve the employees.

Light Industrial (LI): 80% Lot Coverage.

The Light Industrial designation provides development opportunities for those industrial uses that would not typically utilize major manufacturing processes. Lower intensity assembly, fabrication and food processing may be consistent with the land use designation.

Heavy Industrial (HI): 90% Lot Coverage.

The heavy industrial designation is intended to allow for the development of facilities and businesses engaged in intense manufacturing and fabrication. Heavy industrial uses typically require large properties and may require access to rail and highway transportation for the receipt and shipment of materials.

- 1.73 The City shall monitor the availability of vacant lands for each industrial land use designation. When the amount of available land is less than required for five years of average growth, the City shall initiate applications, such as zoning and general plan amendments, but excluding annexation, to ensure that at least a five-year supply of industrial lands are available for development.
- 1.74 The City shall monitor and update plans for public streets and utilities, particularly as they pertain to new industrial areas. The City shall also assist in the planning of privately owned public utilities. Provision of planning services and infrastructure is essential to providing adequate land for industrial development.
- 1.75 The City shall assist private developers in locating and developing appropriate land for industrial development through economic development assistance and planning consultations from the initial contact through project completion.

GOAL 15

Provide an appropriate interface between industrial land uses and non-industrial uses.

Policies and Standards

- 1.76 A minimum of a six-foot high, grout reinforced, solid masonry wall shall be constructed between all new industrial developments and land designated for non-industrial use. Walls higher than six feet may be permitted when required for sound reduction as identified in a noise study or as determined by the Planning Commission as necessary for site security.
- 1.77 A –20 foot minimum setback shall be provided between all new industrial developments and properties designated for residential uses. Half the width of streets and alleys may be counted towards this setback. The setback area shall be landscaped. Parking, trash, loading, storage, or similar facilities shall not be permitted within the setback area and shall be kept from view from residential uses.
- 1.78 A 10 foot minimum setback shall be provided between all new industrial developments and properties designated for non-industrial uses, except residential uses where policy 1.72 shall apply. Half the width of streets and alleys may be counted towards this setback. The setback area shall be landscaped. Parking, trash, loading, storage, or similar facilities may be permitted if it is determined that a conflict with the adjacent land use will not occur.
- 1.79 Industrial building height shall not exceed twice the distance to the nearest property line which is shared with property designated for residential uses.
- 1.80 New industrial developments shall be served by streets which do not require access through residential neighborhoods.

GOAL 16

Developers shall provide pleasant interfaces between industrial uses and adjacent public areas.

Policies and Standards

- 1.81 A minimum of 20 feet of landscaping shall be required for all new industrial development adjacent to arterial streets.
- 1.82 A minimum 10 foot landscaped setback shall be required for all new industrial development adjacent to collector and local streets.
- 1.83 All outdoor storage areas shall be screened from adjacent public right-of-ways which are classified as arterial streets or larger by the Selma General Plan Circulation Element.

- 1.84 All new industrial developments or substantially rehabilitated industrial buildings shall provide adequate trash enclosures.
- 1.85 All new proposed uses on lands zoned for industrial uses shall be subject to site plan review requirements as set forth in the City of Selma Zoning Code, in addition to any other permitting requirements. Site plan application materials, including exterior elevations, shall be prepared by a licensed architect or similarly qualified professional.

GOAL 17

Industrial areas adjacent to Highway 99 shall present a visually pleasing image to the highway traveller and potential customer to Selma businesses.

Policies and Standards

- 1.86 All industrial areas adjacent to Highway 99 shall be designed so that truck bays, trash areas, loading docks and other similar areas are screened from view from the highway.

GOAL 18

Adequate parking should be provided for industrial uses.

Policies and Standards

- 1.87 The City shall require adequate off-street parking for all new industrial developments.
- 1.88 The City may allow shared parking when it can be clearly demonstrated that two or more uses will not require use of the same parking spaces at the same time. No greater than 75 percent of required parking may be shared parking.

1.10 Miscellaneous Land Use Districts

GOAL 19

Provide flexibility in providing public facilities where needed.

Policies and Standards

- 1.89 The following land use districts are intended to accommodate a variety of public facility and recreational uses.

Public Facility (PF).

This designation is intended for public and quasi-public facilities, including, but not limited, to, government services and facilities, fire stations, wastewater treatment facilities, electrical substations, airports, domestic water treatment and storage, recreational facilities, and similar uses. It is also appropriate for institutional uses, such as schools and accredited secondary educational facilities, hospitals, and cemeteries, as well

as appropriate lands controlled by philanthropic and nonprofit organizers for existing or future public uses. Facilities such as those described above are not restricted to being located on lands designated Public Facility.

Open Space/Park (OS).

This designation is for a variety of active and passive public recreational facilities and for city-owned open space facilities. This includes natural open spaces and areas which have been designated as environmentally and ecologically significant. Facilities such as those described above are not restricted to being located on lands designated Open Space/Park.

- 1.90 The zoning of land less than one acre and designated as Public Facility shall be consistent with adjacent parcels. Where more than one zoning exists adjacent to a Public Facility designation, the Selma Planning Commission shall recommend to the Selma City Council the appropriate zone district. The Selma City Council shall make the final determination.
- 1.91 Because of the wide variety of uses and area requirements, public facilities shall not be subject to the minimum lot size of the underlying zone district.

1.11 Planned Growth

GOAL 20

Maintain a viable population growth rate in Selma over the plan period that provides for orderly growth with minimal adverse impacts upon City services within the community and consistent with the character of Selma, and with a planned average annual growth rate of 4.0 percent.

Policies and Standards

- 1.92 Residential development at urban densities shall be located only where services and facilities can be provided.
- 1.93 In any given three-year period where the average annual growth rate exceeds 4.0 percent, the City shall enact measures which control the number of building permits issued for new residential construction. At the time the average annual population growth rate exceeds 4.0 percent, the City shall determine the number of residential permits which will be needed to be issued over the next two years to establish a 4.0 percent growth rate for that 5-year period. The number of annual permits may be prorated on a monthly basis and adjusted for traditional seasonal construction. Residential units constructed or reconstructed by funds provided in full or part by the Selma Redevelopment agency shall be exempt from this policy.
- 1.94 Development shall be allowed only in areas that already have urban services or are within a master plan to provide those services. Development of lands outside of current service or master plan areas (such as the SKF Sewer District, City of Selma Master Plan for Storm Drainage Area, etc.) may be considered if the following findings can be made:

- a. The development will not cause a shortfall, either short- or long-term in the financing of any public facility.
- b. The development will not significantly delay the provision of a public improvement.
- c. The development will not accelerate the need for a public improvement beyond the ability of the improvement fund to adjust for the improvement.
- d. Expansion of the master plan area and/or public facility will not result in the City being unable to maintain existing facilities at their current service levels.
- e. Notwithstanding the improvements proposed by any development, all developments will be required to contribute their pro rata share towards the completion of established Master Plan improvements.

GOAL 21

The City shall establish Urban Development Boundaries to direct growth into areas with adequate infrastructure.

Policies and Standards

- 1.95 The City shall maintain a 40,000 population and 70,000 population Urban Development Boundary (UDB) that limits development to within those boundaries until the City's population exceeds the corresponding UDB population. The City shall not develop or annex areas designated as "Reserve" within the Planning Area until such time as additional land is needed.
- 1.96 Establish Urban Development Boundaries as urbanizable areas within which a full-range of urban services will need to be extended to accommodate urban development. These boundaries shall be established based on the following factors:
 - a. Adequate residential, commercial and industrial capacity for the planning period.
 - b. Inclusion of at least a 50 percent vacancy factor ("flexibility factor") for residential and commercial development.
 - c. Provision of adequate industrial land.
 - d. Adequacy of infrastructure including existing and planned capacity of water and sewer facilities, school, roadways, and other urban services and facilities.
 - e. Community growth priorities.
- 1.97 The City shall consider the appropriateness of opening up lands designated as Reserve for development based upon the following factors:

- Availability of land for development within the UDB has become limited. This is defined as when the City's population, as measured by the California Department of Finance, exceeds 40,000 individuals.
- Proximity of reserve lands to existing developed land (to minimize leapfrog development).
- Implications for overall community form and relationship to the existing community.
- Market feasibility of development in this area, including the expected rate of absorption.
- Infrastructure availability and impact to existing infrastructure and other public services.
- Consideration of circulation patterns and improvements.
- Implications of providing public services, including law enforcement and fire protection services.

- 1.98 The City shall evaluate the UDB annually to ensure there is enough capacity to accommodate anticipated growth.
- 1.99 Encourage Fresno County to strictly limit the establishment of new or expanded developments in the City's Urban Development Boundary.
- 1.100 The City shall discourage leapfrog development (defined as urban development more than ½ mile from existing urban development) and development of peninsulas extending into agricultural lands to avoid adverse effects on agricultural lands, and to avoid adverse effects on agricultural operations that contribute to premature conversion.
- 1.101 The City shall support non-renewal processes for Williamson Act designated lands within the 40,000 population Urban Development Boundary.

GOAL 22

The City shall maintain reserve areas in an undeveloped state until their development becomes required for further growth of the City.

Policies and Standards

- 1.102 The City shall establish Reserve land use designations for Business Park, Commercial, Light Industrial, and Residential uses. Reserve designations are intended to prevent incompatible development on land within the area covered by the City's General Plan, but

outside its current city limits, that is not intended for development in the immediate future.

- 1.103 The City shall work with neighboring jurisdictions to prevent development on lands designated Reserve that would create potential inconsistencies with their future annexation into the City of Selma. When the development of lands designated Reserve becomes necessary for further growth of the City, the City will pursue their annexation and place them under a land use designation and zoning district appropriate to their intended use.
- 1.104 The City shall not approve a general plan amendment, pre-zoning or any development entitlement application for reserve areas for a period of at least five years from the adoption of this general plan update.
- 1.105 The City shall not approve a general plan amendment, pre-zoning or any development entitlement application for reserve areas until a minimum of 80 percent of all non-reserve property with the same general designation within the general plan boundaries have been developed or have approved development entitlements.

1.12 Airports and Heliport

GOAL 23

Protect future operations at the Selma Aerodome and the Quinn airstrip.

Policies and Standards

- 1.106 Development occurring within the primary and secondary review radii of the Fresno County Airports Land Use Policy Plan shall be reviewed for consistency with the Airport/Land Use Safety Compatibility Criteria (Table 1-2 and Figure 1-2) as adopted by the Fresno County Airport Land Use Commission.

Table 1-2
Airport/Land Use Safety Compatibility Criteria

Land Use Characteristics	Clear of Runway	Safety Zones			Horizontal & Conical
		Inner Approach	Outer Approach & Traffic Pattern		
Residential	-	A,F	B,F		+
Other Uses in Structures	-	C,E,F	E,F		+
Other Uses Not in Structures	C,G	D	+		+
Light or Glare	-	-	-		G
Smoke or Electronic Interference	-	-	-		G
Attractor of Birds	-	-	-		+

+ Acceptable

- Unacceptable

A - Density no greater than 1 du/3 acres.

B - Density no greater than 4 du/acre.

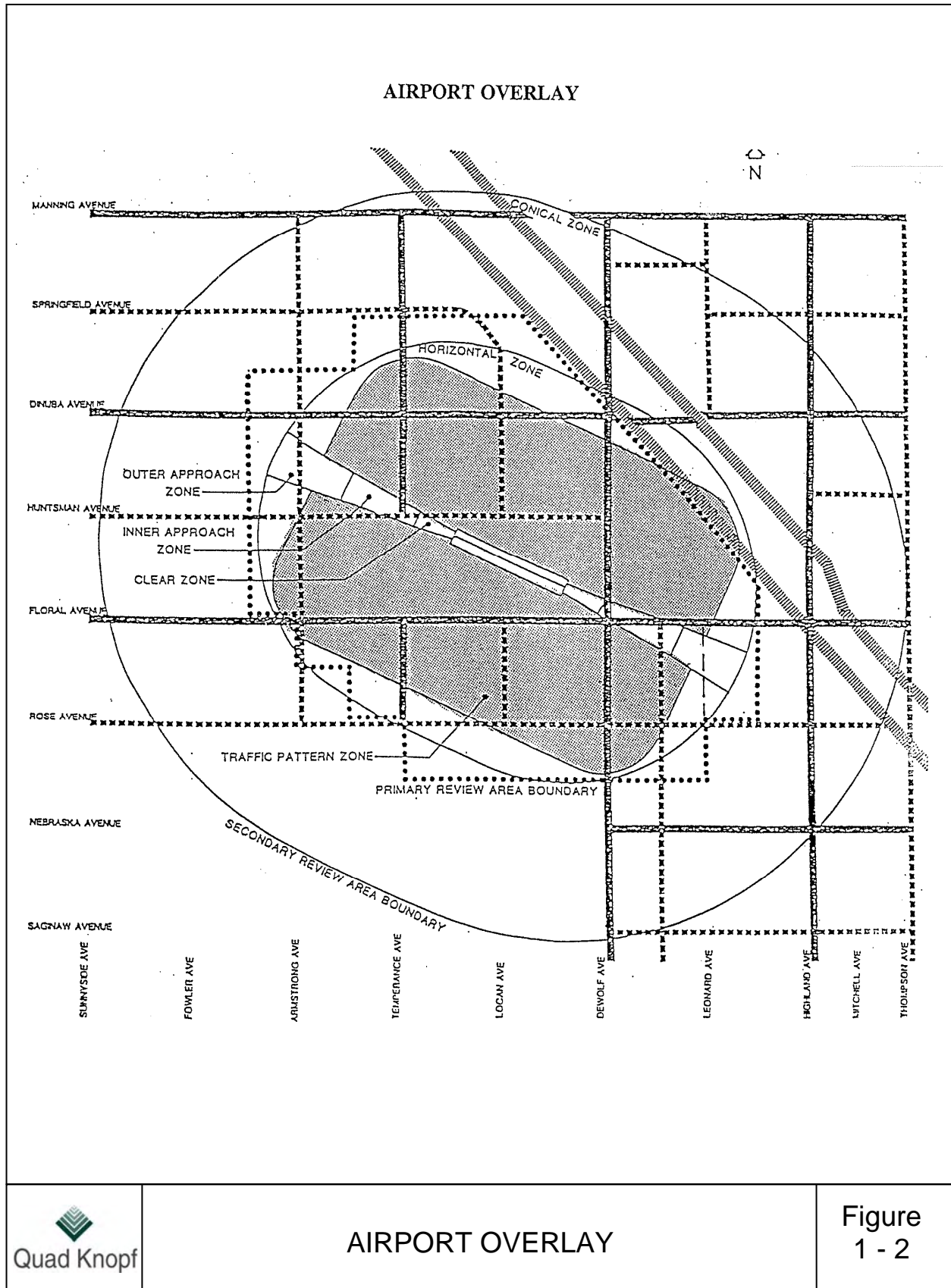
C - No uses attracting more than 10 persons/acre.

D - No uses attracting more than 25 persons/acre.

E - No schools, hospitals, nursing homes or similar uses.

F - At least 20% of area open (having a size and shape such that a small aircraft could conceivably make an emergency landing without damage to buildings or serious injury to aircraft occupants.

G - Characteristic cannot reasonably be avoided or located.



CHAPTER TWO
CIRCULATION ELEMENT

Circulation Element

2.0 CIRCULATION ELEMENT

2.1 Introduction

In the City of Selma, regional vehicular transportation is provided primarily by State Route (SR) 99 and SR 43. SR 99 runs in a northwest-southeast direction and SR 43 runs in a north-south direction. Regional rail is available through the Union Pacific railroad. Selma is served by a City fixed-route transit system and Dial-a-Ride system.



2.2 Purpose of the Circulation Element

The Circulation Element guides the continued development and improvement of the circulation system to support existing and planned development, while the Land Use Element identifies the City's planned development pattern. The development of additional land in the future will increase the demand for local and regional roadway improvements and construction. The Circulation Element establishes acceptable roadway service levels and identifies improvements required to maintain the service levels. The use of other modes of transportation such as transit, walking, and bicycling is promoted to reduce the demand for transportation system improvements and to improve air quality. The pedestrian and bicycling systems will also be used to connect the various activity centers identified in the Land Use Element.

The purpose of the Circulation Element is to provide a safe, efficient, and adequate circulation system for the City. State planning law requires: "...a circulation element consisting of the general location for proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element plan." To meet this purpose, the Circulation Element addresses the circulation improvements needed to provide adequate capacity for future land uses. The Element establishes a hierarchy of transportation routes with typical development standards described for each roadway category. Reference the map pocket for the General Plan Circulation Map.

2.3 Scope and Content of the Circulation Element

The State General Plan Guidelines recommend that the circulation policies and plans should:

- Coordinate the transportation and circulation system with planned land uses;
- Promote the safe and efficient transport of goods and the safe and effective movement of all segments of the population;
- Make efficient use of existing transportation facilities; and

- Protect environmental quality and promote the wise and equitable use of economic and natural resources

The Guidelines indicate that the Circulation Element should address all facets of circulation including streets and highways, transportation corridors, public transit, railroads, bicycle and pedestrian facilities, and commercial, general, and military airports. The Selma Circulation Element fulfills state requirements with a plan to provide effective circulation facilities supporting desired community development. Along with circulation, public utilities must be addressed in the General Plan. Instead of addressing utilities within the Circulation Element, the Selma General Plan contains a Public Services and Facilities Element that discusses the provision of utilities and public services/facilities. This element contains goals, objectives, and policies and standards to improve overall circulation in Selma. For vehicular transportation, a hierarchical roadway network is established with designated roadway types and design standards. The roadway type is linked to anticipated traffic levels, and acceptable levels of service are established to determine when capacity improvements are necessary. Because local circulation is linked with the regional system, the element also focuses on participation in regional programs to alleviate traffic congestion and construct capacity improvements. Alternative transportation modes are also emphasized in this element to reduce dependency on the automobile and thereby improve environmental quality.

2.4 Goal, Objectives and Policies

GOAL 1

To design and maintain a fully integrated local network that provides for safe and convenient circulation using a variety of transportation modes.

*A **goal** is a general direction-setter. An **objective** is a specified end, condition, or state that is an intermediate step toward attaining a goal. A **policy** is a specific statement that guides decision-making.*

Objectives

- A. Maintain a roadway level of service (LOS) of D or better for intersections and road segments for Minor Collectors, Collectors, Arterials, Major Arterials, and Highways; where other jurisdictions control and manage roadways, their respective level of service standards shall prevail on applicable segments. In order to avoid using Local streets for excessive through traffic, an LOS of B is established for Local streets.
- B. Develop a circulation network of local roads, collectors and arterials that will meet projected traffic needs.
- C. Enhance the availability and accessibility of alternative modes of transportation, such as walking, bicycling, carpools, buses and rail.
- D. Design streets that promote safe and pleasant conditions for residents, pedestrians, bicyclists, and motorists on neighborhood streets, while preserving access for emergency vehicles, buses, and other users. In order to promote safe streets, traffic calming measures described in Table 2-1 herein shall be used.

**Table 2-1
Permitted Traffic Calming Measures**

	Functional Classifications					Subdivision Streets			
	Interstates Freeways Expressways	Arterials	Collectors	Minor Collectors	Local Roads	Collector Streets	Minor Collector Streets	Local Streets	Other Restrictions
Volume Control Measures									
Full Closure Half Closure	Not Recommended				Only on an exception basis	Not Recommended		>500 vpd >25% non- local traffic	
Diagonal Diverter Median Barriers Forced Turn Islands	Not Recommended				<5,000 vpd >25% non- local traffic	Not Recommended		>500 vpd >25% non- local traffic	
Vertical Speed Control Measures									
Single Speed Humps	Not Recommended				Only on an exception basis	Daily volumes <3,000 vpd Posted speed <30 mph			Not on primary emergency routes or bus routes
Speed Tables Raised Crosswalks Raised Intersections	Not Recommended					Daily volumes <5,000 vpd Posted speed <35 mph			Not on primary emergency routes
Horizontal Speed Control Measures									
Mini-traffic Circles	Not Recommended				Only on an exception basis	Daily volumes <5,000 vpd Posted speed <35 mph			Not on primary emergency routes or bus routes
Roundabouts	Not Recommended					Combined approaches daily volumes <5,000 vpd Posted speed <35 mph			
Lateral Shifts	Not Recommended					Daily volumes <10,000 vpd Posted speed <35 mph			
Chicanes	Not Recommended					Daily volumes <5,000 vpd Posted speed <35 mph			
Realigned Intersections	Not Recommended					Daily volumes <5,000 vpd Posted speed <35 mph			
Narrowings									
Bulbouts Two-Lane Chokers Center Islands	Not Recommended					Daily volumes <1,000 vpd Posted speed <35 mph			
Combined Measures	Not Recommended					Subject to limitations of component measures			

Note: Subject to Approval by City Engineer

- E. Eliminate truck conflicts with commercial, industrial and residential areas in the community.

2.5 Transit

POLICIES AND STANDARDS

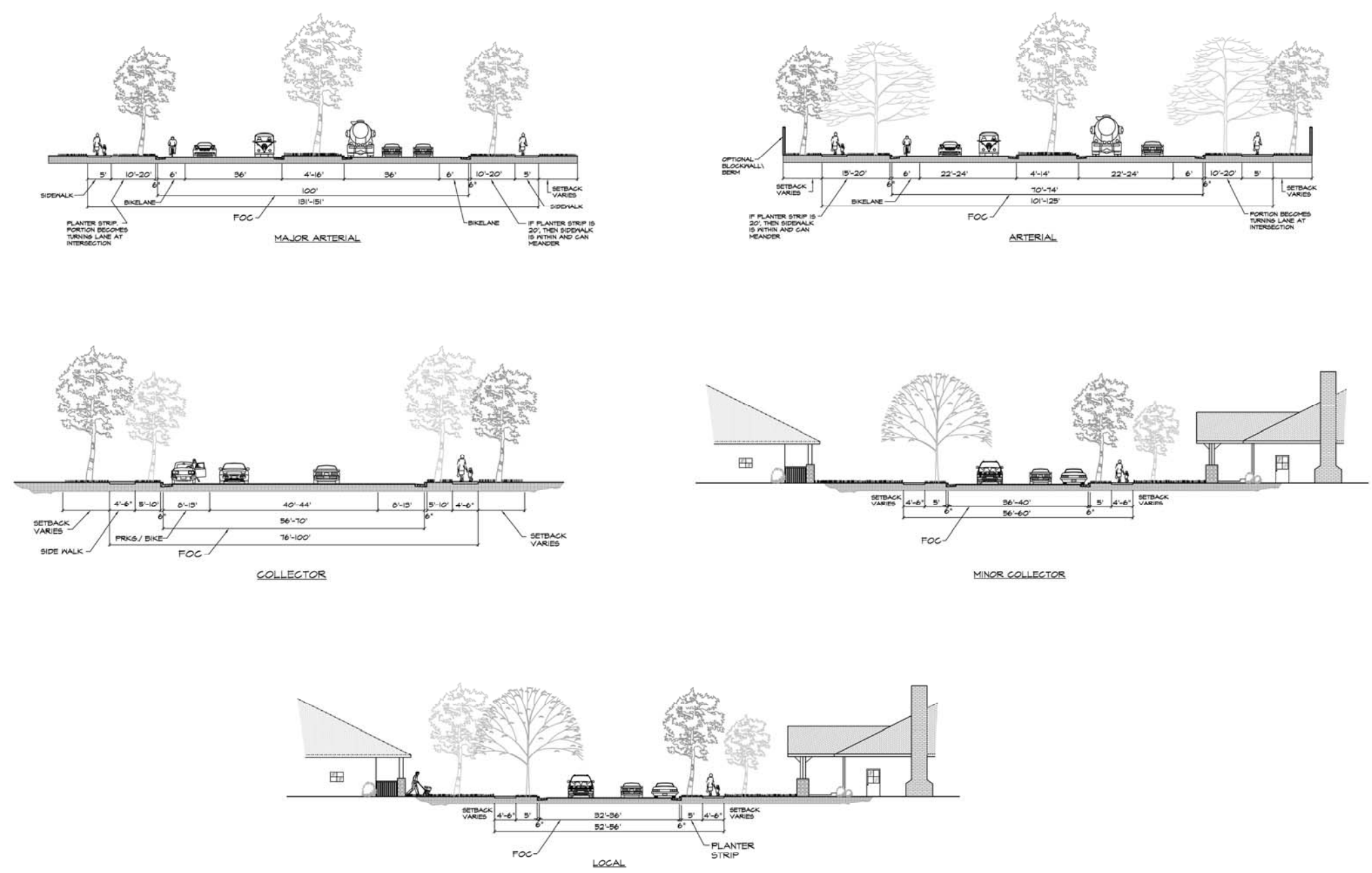
- 2.1 Coordinate demand-responsive transit service in conjunction with the Council of Fresno County Governments (COFCG) and Fresno County.

- 2.2 Coordinate convenient and efficient transit service to the elderly, handicapped, and low-income population of the City and its environs.
- 2.3 Coordinate transit services through the City Manager and in conjunction with surrounding cities, and the County of Fresno, and Council of Fresno County Governments.
- 2.4 Cooperate with the COFCG in providing transit service and planning to meet the social and economic needs of all segments of the community.
- 2.5 Encourage benches, telephones and shaded areas at major transit destinations so people can utilize the transit system safely and comfortably. The City shall determine such need based on site plan review procedure and other planning implementation methods.
- 2.6 Major arterials, arterials, and collectors will be designed to allow transit vehicles to pull out of traffic. This policy may be implemented with either a continuous parking lane with bus stops, or with special bus pull-out lanes.
- 2.7 Transit centers/stops shall be established to encourage the interface between commercial centers, high density residential uses and the transit system.

2.6 Streets and Highways

POLICIES AND STANDARDS

- 2.8 All street and roadway improvements shall be designed and constructed in accordance with the Circulation Element and Circulation Plan.
- 2.9 The Circulation Plan shall act as a guide in determining the function of major streets. The City's functional street classification system shall include highways, expressways, major arterials, arterials, collectors, minor collectors, and local streets.
- 2.10 The City will plan for and seek funding for the construction of on- and off-ramps and a highway overpass at Dinuba Avenue and SR 99.
- 2.11 The City will plan for and seek funding for the construction of a grade separation with the railroad tracks at the intersection of the railroad tracks and Floral and Dinuba Avenues.
- 2.12 Expressways should be at least four divided lanes, with limited access at one-half mile points.



STREET CROSS SECTIONS

Figure
2 - 1

-
- 2.13 Arterials shall be improved to four lanes, with appropriate variations in intersection design to alleviate special traffic problems where necessary. Major arterials shall be improved to six lanes, with appropriate variations in intersection design to alleviate special traffic problems where necessary.
- 2.14 Meandering sidewalks shall be encouraged along collectors and arterials.
- 2.15 Floral Avenue from SR 99 to Amber shall be widened to four lanes, either by street widening or by elimination of parking as traffic generation warrants.
- 2.16 City circulation system street alignments shall be coordinated with Fresno County circulation system street alignments.
- 2.17 Local collectors shall serve residential neighborhoods, but shall not be used to carry through traffic or high traffic volumes. 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.
- 2.18 If Heartland High School is ever abandoned (although this is not currently planned), a more direct route shall be developed from Rose Avenue to Whitson Street, and a connection to Arrants Avenue provided, including an improved railroad grade crossing.
- 2.19 The City of Selma will request that Selma's Circulation Element and Circulation Plan be incorporated into the Fresno County General Plan and Selma Community Plan.
- 2.20 A one-mile arterial frequency grid system plan shall be used to allow efficient access throughout the community and to support the major commercial areas of the City, including McCall Avenue at Dinuba, the downtown area and commercial uses along SR 99.
- 2.21 The overall circulation plan for future neighborhoods shall be in conformance with Figure 2-1 and include offset minor collectors, traffic calming features as needed, a neighborhood park within ¼ mile walking distance per neighborhood, and a commercial/office/transit node.
- 2.22 Extend McCall Avenue as a four lane divided arterial north of Dinuba to serve future development.
- 2.23 Collector streets shall be at approximately one-mile intervals centered between arterial streets and shall be planned to intersect with other streets so as to maximize traffic safety and discourage fast flowing traffic through residential areas. Where possible, major arterials, arterials, and collectors shall form 4-leg, right-angle intersections; jog, offset and skewed intersections of streets in near proximity shall be avoided where possible.
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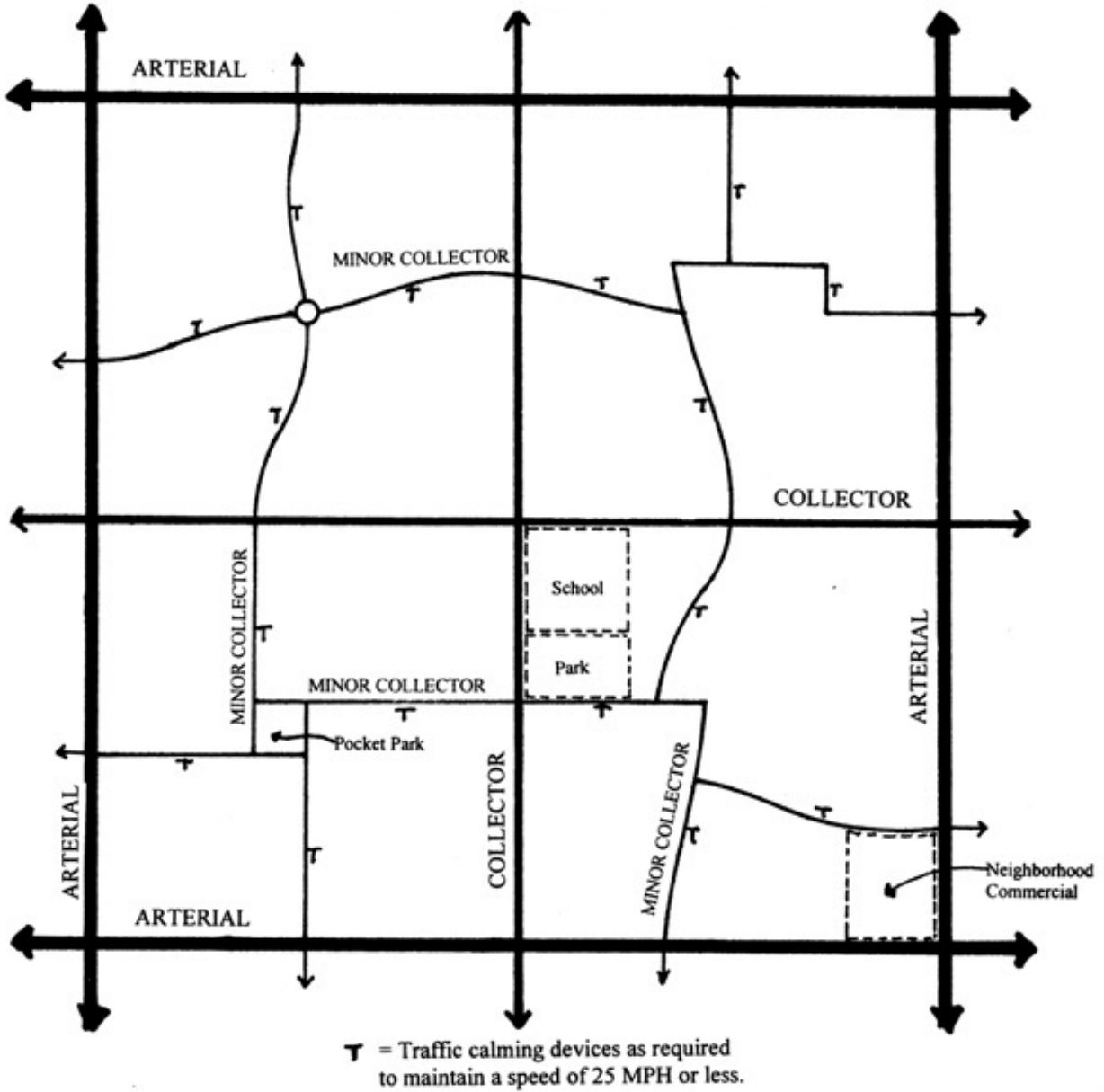
- 2.24 Residences shall not be permitted to have direct access onto arterials, particularly where traffic volumes are likely to create excessive noise levels or safety hazards.
- 2.25 The primary purpose of arterials is for cross-town traffic flow and through-traffic. Parking along arterials should be discouraged and eliminated where it now exists, as deemed appropriate by the Traffic and Streets Commission and as traffic safety conditions warrant.
- 2.26 McCall Avenue between Arrants and Floral Avenue shall be designated as a seventy foot arterial street with plan lines developed accordingly. This will provide for four lanes with no on street parking.

- 2.27 It shall be the policy of the City to develop major streets in the community as follows:

Arterials

- Nebraska Avenue from De Wolf to Second and Front to Bethel
 - Amber Avenue from Nebraska to future connection with Del Rey
 - McCall Avenue from Manning Avenue to Dinuba Avenue
 - Floral Avenue from Whitson to De Wolf
 - Whitson Avenue in its entirety
 - Golden State Boulevard in its entirety
 - Highland Avenue from Manning Avenue to Mountain View
 - Mountain View Avenue from De Wolf to Bethel
 - Dinuba Avenue throughout the Sphere of Influence
- 2.28 The street network should provide a quick and efficient route for emergency vehicles, including police, fire and other vehicles, when responding to calls for service. The length of single-entry access routes shall be restricted.
- 2.29 Major arterials shall be built in areas where traffic demand warrants the development of this facility to meet the adopted level of service standard.
- 2.30 Major arterial, arterial, collector, minor collector, and local street standards shall be developed to provide an increased quality of life for residential neighborhoods, a more attractive bike and pedestrian environment, conservation of natural resources and adequate capacity for their appropriate function. These new standards shall be incorporated into the City's Standard Specifications for Public Works.
- 2.31 Median breaks and driveway standards for major arterial, arterial and collector streets directly affect the performance of these roadways, and the following minimum standards have been developed to facilitate the proper operation of these roadways:

Figure 2-2
Overall Conceptual Circulation Plan
(Illustration only, refer to policies for precise requirements)



Major Arterial Street Standards

- a. Driveway access to major activity centers (locations that generate more than 5,000 daily trips) should be located no closer than 200 feet to the adjacent intersection of a collector or arterial street (measurement shall be from the curb return to the nearest edge of the driveway). If driveways must be provided near intersections for facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located no less than 100 feet from the intersection (measurement shall be from the curb return to the nearest edge of the driveway). If more than one is required to serve a property, the driveways shall be separated by 150 feet (the 150 feet are to be measured edge to edge, not centerline to centerline).
- b. The distance between driveways along commercially developed major arterials should not be less than 600 feet (measurement shall be from centerline to centerline). Where this spacing is not practical, the development shall provide acceptable traffic mitigation measures in addition to those already required.
- c. Where practical and desirable, driveways should be located on adjacent arterial or collector streets rather than on major arterial streets.
- d. Full median breaks, where there is no adopted design, should provide access to collector streets and to major activity centers and should parallel the standards for driveways: not less than 200 feet from an adjacent intersection of an arterial or collector street, and not less than 1,000 feet between full median breaks.
- e. Driveway consolidation shall be encouraged through joint access agreements along arterials where standards a. through d. are exceeded.
- f. Major arterials shall be developed in conformance with Figure 2-1 and shall be sized in accordance with the projected traffic volumes on road segments and intersections. The preferred minimum distance between intersections along major arterials is ¼ mile.

Arterial Street Standards

- a. Driveway access to major activity centers (locations that generate more than 5,000 daily trips) should be located no closer than 200 feet to the adjacent intersection of a collector or arterial street (measurement shall be from the curb return to the nearest edge of the driveway). If driveways must be provided near intersections for facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located no less than 100 feet from the intersection (measurement shall be from the curb return to the nearest edge of the driveway). If more than one is required to serve a property, the driveways shall be separated by 150 feet (the 150 feet are to be measured edge to edge, not centerline to centerline).

- b. The distance between driveways along commercially developed arterials should not be less than 400 feet (measurement shall be from centerline to centerline). Where this spacing is not practical, the development shall provide acceptable traffic mitigation measures in addition to those already required.
- c. Where practical and desirable, driveways should be located on adjacent collector streets rather than on arterial streets.
- d. Full median breaks, where there is no adopted design, should provide access to collector streets and to major activity centers and should parallel the standards for driveways: not less than 200 feet from an adjacent intersection of an arterial or collector street, and not less than 1,000 feet between full median breaks.
- e. Driveway consolidation shall be encouraged through joint access agreements along arterials where standards a. through d. are exceeded.
- f. Major arterial and arterials shall be developed in conformance with Figure 2-1 and shall be sized in accordance with the projected traffic volumes on road segments and intersections.

Collector Street Standards

- a. Driveway access to major activity centers should be located no closer than 150 feet to the adjacent intersection of a collector or arterial street (measurement shall be from the curb return to the nearest edge of the driveway). If driveways must be provided near intersections for facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located no less than 100 feet from the intersection (measurement shall be from the curb return to the edge of the driveway). If more than one is requested to serve a property, the driveways shall be separated by 150 feet (the 150 feet are to be measured edge to edge, not centerline to centerline).
- b. The distance between driveways and intersecting local streets should not be less than 300 feet (measurement shall be from the curb return to the nearest edge of the driveway). Where this spacing is not practical, the development shall provide acceptable traffic mitigation measures in addition to those already required.
- c. Driveways to residential property along collectors should be consolidated whenever possible.
- d. Medians on collectors shall be provided by concrete where left turn control is needed and by painted medians on two-way left turn pockets where appropriate. Where concrete medians are provided, median breaks should be spaced not less than 300 feet apart.
- e. Collectors shall be developed in conformance with Figure 2-1 and shall be sized in accordance with the projected traffic volumes on road segments and intersections.

Local Streets and Minor Collectors

- a. Local streets shall not carry an unreasonable level of through traffic. Should it be determined that a local street is carrying an unacceptable level of through traffic, the City may use appropriate means to reduce traffic through creation of one-way traffic flow, installation of traffic calming devices, and/or any other means deemed to be acceptable under the Vehicle Code of the State of California. Traffic calming features in conformance with Table 2-1 are encouraged when warranted.
- b. Local residential streets shall be kept at a curb-to-curb width of 40 feet, may include a planter strip to provide shade to prevent excessive heat build-up, and include a sidewalk of sufficient width to allow two people walking side-by-side to pass.
- c. In new residential subdivisions, local streets should be aligned in an orientation that allows for homes to be located in a manner that provides the best solar orientation.
- d. Design the street network with multiple connections and relatively direct routes for pedestrians and bicyclists as well as motorists.
- e. Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high volume streets by designing pedestrian and bicycle pass-through pathways at cul-de-sac bulbs adjacent to Arterial roadways.
- f. Short streets, trees, on-street parking, tee intersections, use of terminating vistas and traffic calming devices should be used to limit vehicle speed.
- g. Streets shall be designed in accordance with projected traffic volumes and City-adopted level of service standards. Oversized streets shall be discouraged.

Deviations to the arterial, collector, and local street standards identified above may be adopted subject to review and approval by the City Council.

- 2.32 To continue to provide a high level of service to the community, the City designates Service Level "D" as defined in the Highway Capacity Manual as the minimum desirable service level at which freeways, expressways, major arterials, arterials and collector streets should operate. All new facilities in these categories shall be designed to operate at this level or better for a period of at least 20 years following their construction.
- 2.33 The circulation system shall be designed and developed to minimize excessive noise impacts on sensitive land uses and traffic congestion which would increase the rate of vehicle emissions. New development shall mitigate noise and emission impacts [e.g. by constructing sound walls (where warranted), designing to minimize emissions (such as roundabout or traffic circle), etc.].

- 2.34 Right-of-way essential to the circulation system should be dedicated and/or developed to the appropriate extent and width when a division of property or development occurs. The City shall coordinate street improvements with the County of Fresno so that the same requirements apply outside the City limits.
- 2.35 The right-of-way widths and construction widths of all classes of streets from local to major arterial shall be updated as necessary to reflect the street classifications in this Element.
- 2.36 Developers shall mitigate traffic impacts associated with their projects to minimize the impacts to highways, major arterials, arterials, and collector streets.
- 2.37 The City will continue to collect development impact fees for the circulation system (streets, signals and bridges) and shall revise and update the development impact fees as needed.
- 2.38 The City will implement a transportation impact fee program to help facilitate state highway facility circulation improvements in the Selma Planning Area, in coordination with Caltrans. This program is intended to help mitigate the impacts and additional vehicle trips that will be added to the regional transportation network from new development.
- 2.39 The City shall promote an active policy of consolidating driveways, access points and curb cuts along existing developed major arterials, or arterials when development or change in intensity of development or land use occurs or when traffic operation or safety warrants.
- 2.40 Residential subdivisions shall be designed to encourage access from collector streets and to discourage use of local streets as a bypass to congested arterials.
- 2.41 Where major arterials, arterials, and collector streets are required, residential development shall be oriented away (side-on or rear-on) from such streets, and shall be properly buffered so that the traffic carrying capacity on the street will be preserved and the residential environment protected from the adverse characteristics of the street.
- 2.42 Due to the traffic congestion which results from numerous points of ingress and egress along commercial streets, future commercial developments or modifications to existing developments shall be master planned with limited points of ingress and egress onto a major street. Ingress and egress to shopping centers should be carefully designed in order to promote traffic safety. Left-hand movements into and out of commercial areas should be minimized and existing points of ingress and egress shall be consolidated whenever possible.
- 2.43 In order to promote safe and efficient traffic flow throughout the City, traffic signals shall be spaced no closer than 1/4 mile on arterials except in unusual circumstances. The intersections of arterial and collector streets and the access driveways to major traffic generators shall be located so as to maintain this minimum spacing.

2.7 Bicycle and Pedestrian Facilities

- 2.44 The City will develop, through various funding mechanisms and sources, a city wide bicycle path/lane/route system in conformance with the City's 2003 Bicycle Transportation Plan. The bicycle path/lane/route system will utilize existing or future railroad right-of-way and water courses. The paths (class I), may also include landscaping, lighting, mileage markers, directional signage and benches. The on-road lanes (class II) would include striping and the on-road routes (class III) would not include striping. Reference Figure 2-3 for the proposed city-wide bike plan. The class I bike paths can also be utilized by pedestrians if the proposed paths are wide enough to allow both bicyclists and pedestrians.
- 2.45 Sidewalks, paths, and appropriate crosswalks should be located to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian paths should be developed to allow for unobstructed pedestrian flow from within a neighborhood.
- 2.46 The City shall require curb, gutter, and sidewalks in all areas of the community to accommodate pedestrian traffic, especially along routes with high pedestrian traffic such as schools, parks, and the Downtown area. Installation of these improvements shall be encouraged to the extent feasible in existing neighborhoods where they do not currently exist.
- 2.47 The City shall promote safe, convenient and accessible pedestrian ways within the community.
- 2.48 Where security walls or fences are proposed for residential developments along major arterials, arterials, or collector streets, pedestrian access should be considered between the major arterial, arterial, or collector, and the development to allow access to transit vehicles, commercial facilities, educational facilities and recreation areas operating on the street.
- 2.49 Street lighting shall be provided for all public streets and pedestrian signals shall be provided at all traffic signal locations.

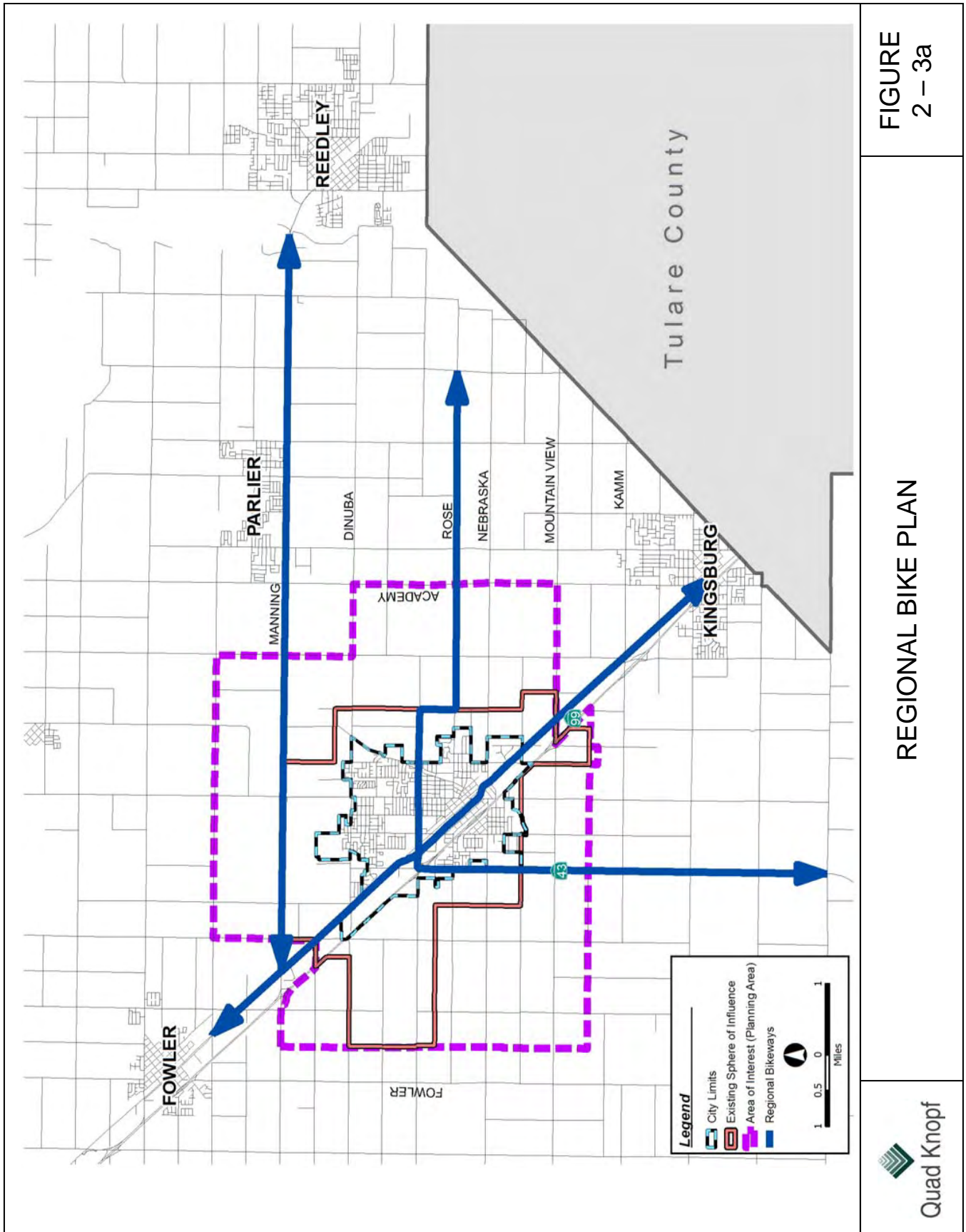
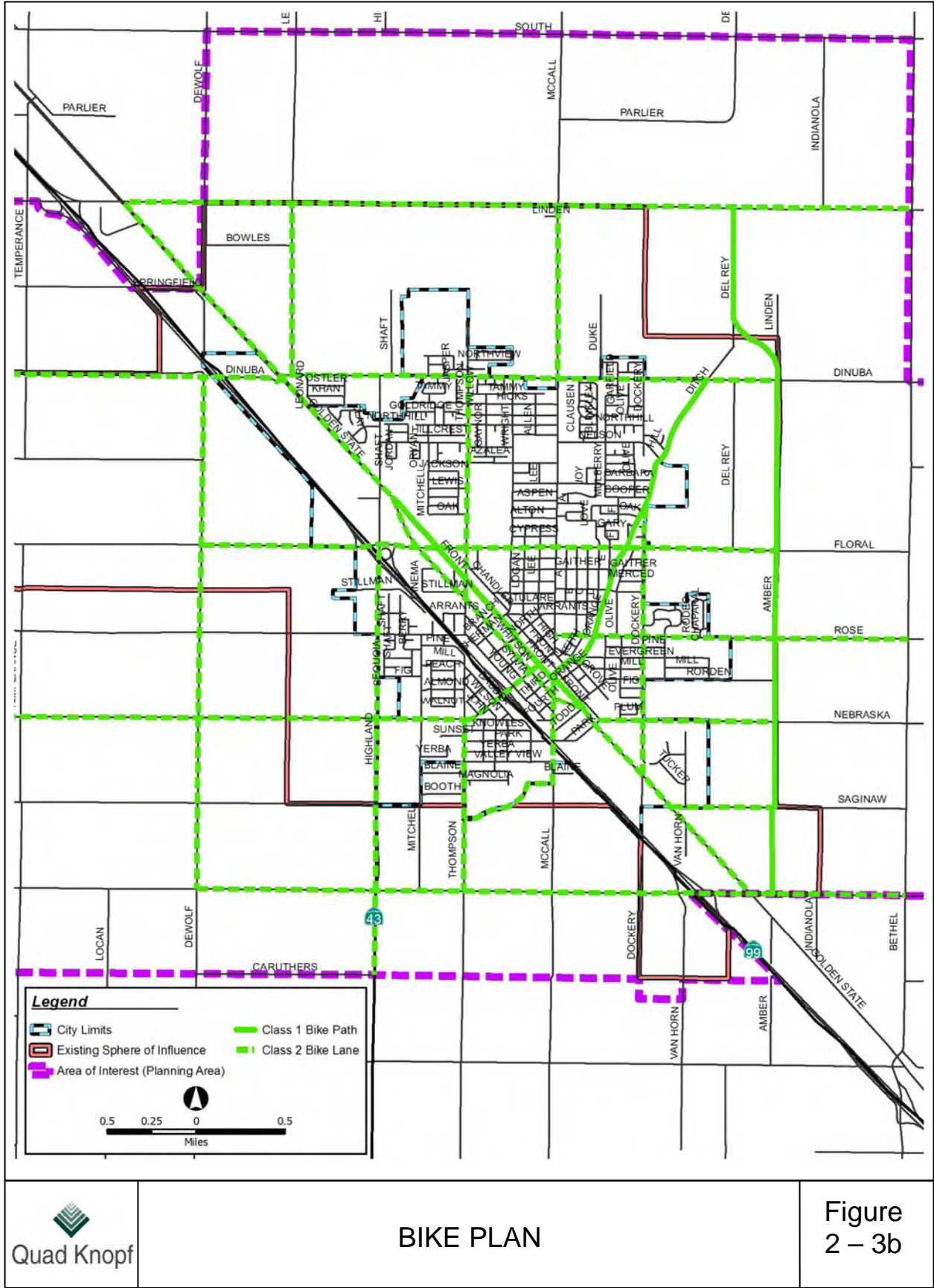


FIGURE
2 – 3a

REGIONAL BIKE PLAN





2.8 Parking

- 2.50 New development shall be required to plant and maintain appropriate trees or other devices in order to achieve shading of at least 50% of all hardscaped parking and pedestrian surfaces.
- 2.51 Adequate off-street parking shall be required of all commercial and industrial land uses to accommodate parking demand. Off-street parking shall also be required of residential land uses to accommodate tenants.
- 2.52 Parking standards shall be evaluated for new development to ensure that parking requirements are satisfied within walking distance of development, and to ensure that arterial streets do not separate parking from the parking demand generator.
- 2.53 Parking standards shall be evaluated to assess the potential for offering reduced parking requirements to development that incorporate measures proven to reduce vehicular trips. Shared parking should be encouraged whenever possible.
- 2.54 The City shall work with Caltrans and transit service providers to establish a park and ride lot or lots within the community to serve the needs of regional and local commuters.

2.9 Railroad

- 2.55 To preserve the viability of the Golden State Industrial Corridor, uses or activities shall not be permitted to encroach so as to reduce the efficiency of the rail system.

2.10 Airports and Heliports

- 2.56 To preserve the viability of the Selma Aerodrome as a regional general aviation facility, the City adopts the policy plan recommendations of the Fresno County Airports Land Use Policy Plan Study, where applicable.
- 2.57 The City shall discourage land uses surrounding the Selma Aerodrome, which would reduce its ability to function as an element of the transportation system.
- 2.58 Since the Selma Aerodrome serves as the primary air field in the area, efforts shall be made to continue to upgrade the service capacity of the airport.

2.11 Pipeline and Transmission Facilities

- 2.59 The City will encourage coordination of major transmission and canal facilities in the community and, where possible, integrate such facilities into the recreation, open space and conservation element plans of the community.

2.12 Transportation System and Congestion Management

- 2.60 The City shall encourage the use of energy efficient and non-polluting fuels and modes of transportation.
- 2.61 Transportation System Management and Transportation Demand Management are the applicable strategies for the mitigation of traffic and parking congestion. Public transit, traffic management, ridesharing and parking management are to be used to the greatest extent practical to implement transportation management strategies.
- 2.62 Promote the long term shifting of peak hour commute trips from the single occupant automobile to ridesharing, buses, pedestrians, and bicycles.
- 2.63 Large development shall be encouraged to incorporate transit passenger facilities, bicycle racks or lockers, shower facilities, as well as on site services (eating, mail, banking, etc.) as ways to encourage alternative modes for commute trips.

2.13 Maintenance and Integration

- 2.64 Provide for the development and maintenance of the community's transportation infrastructure, including streets, sewer, water, storm drain, pipeline, electrical, and communication facilities.
- 2.65 The maintenance of the investment in the existing and future infrastructure is a high priority for the community.
- 2.66 The City shall maintain a high level of inter-governmental coordination and citizen participation in the circulation and transportation planning process and work with other agencies to assure that regional transportation plans are consistent with the City's General Plan.

2.14 Truck Routes and Truck Parking

- 2.67 Truck traffic shall be permitted on designated arterial and collector streets only; as identified in the Circulation Element Truck Route Map (reference Figure 2-4).
- 2.68 The City shall encourage development of truck and parking facilities appropriately located within the industrial area.
- 2.69 Truck parking
- a. Shall be discouraged on streets outside of industrial areas.
 - b. Shall be prohibited in residential areas for vehicles in excess of 10,000 gross vehicle weight (GVW), or higher than 8 feet.

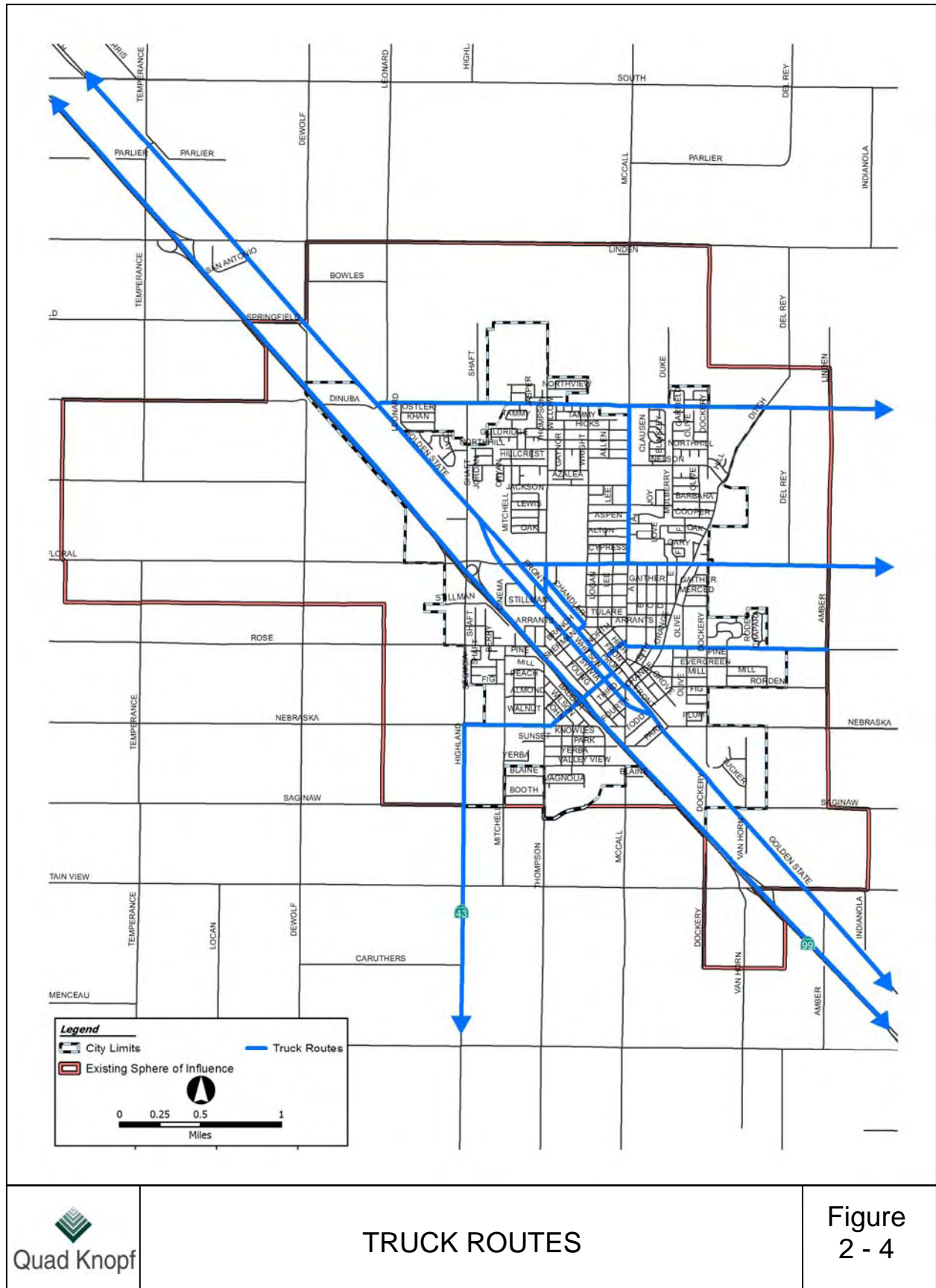


Figure
2 - 4

CHAPTER THREE

NOISE ELEMENT

Noise Element

3.0 NOISE ELEMENT

3.1 *Introduction*

Noise levels within the City of Selma affect the quality of life of people living and working in the City. The most significant noise levels within the community are associated with the roadways and railroad. In addition, the Selma Aerodrome and a small private (Quinn) airport serve as potentially significant noise sources. High noise levels associated with these and other activities can create stress and irritation. The Noise Element addresses the physiological, psychological and economic effects of noise by providing effective strategies to reduce excessive noise and limit community exposure to loud noise sources.



3.2 *Purpose of the Noise Element*

Government Code § 65302 (f) states that a City's General Plan must include "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:

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 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 identified by local agencies as contributing to the community noise environment."

3.3 *Scope and Content of the Noise Element*

The State of California recognizes the relationship between noise and noise sensitive uses and has adopted State Guidelines for Noise Elements. This Noise Element satisfies the requirements of State law and is a mandated component of the General Plan. Government Code § 65302 (f) establishes the required components of the Noise Element. The Noise Element also complies with California Health and Safety Code Section 46050.1 (as amended) guidelines for Noise Elements.

Future noise conditions from short- and long-term growth are quantified and identified as noise exposure contours. This noise information serves as the basis for developing guidelines for identifying compatible land uses; identifying the proper distribution of land uses on the General Plan Land Use Map; and establishing proper development standards.

The Noise Element comprises four sections: the Introduction; Purpose of the Noise Element; Scope and Content of the Noise Element; and the Goals, Objectives and Policies. In the Goals, Objectives, and Policies section, major issues pertaining to noise sources are identified and related policies are established. The objectives are statements of the City's desires and comprise broad statements of purpose and direction. The policies and standards serve as guides for reducing or avoiding adverse noise impacts on the population.

For reference, Figure 3-1 shows the decibel levels associated with different common sounds, and illustrates typical sound levels, Figure 3-2 provides noise level criteria for a variety of land uses, and Figure 3-3 illustrates the reduction in sound from a solid barrier.

Sound generally dissipates at a rate of 3 to 6 dBA per doubling of distance from a source within 200 to 300 feet of that source. Its decay rate beyond that is highly variable depending on the atmospheric (mainly temperature variations, wind currents, and humidity) and terrain conditions between the source and listener. Sound levels, however, generally decrease with increasing distance from a source. For additional background information, consult the General Plan Background Report.

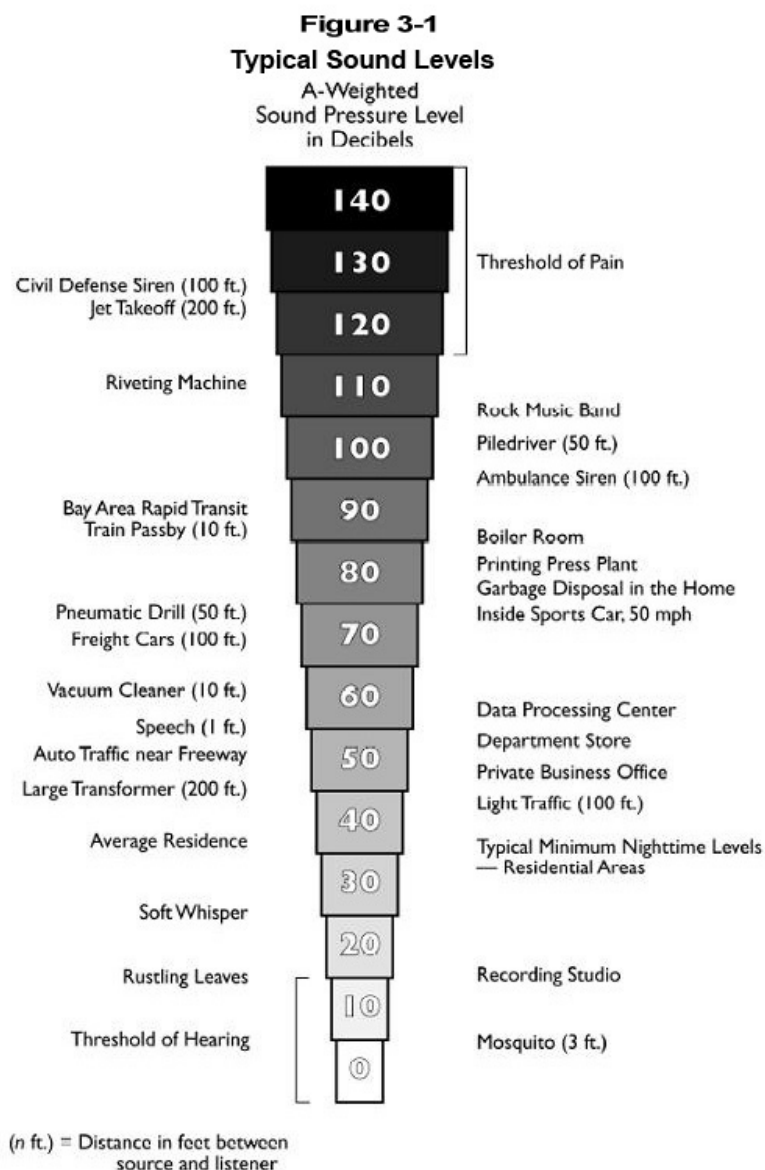
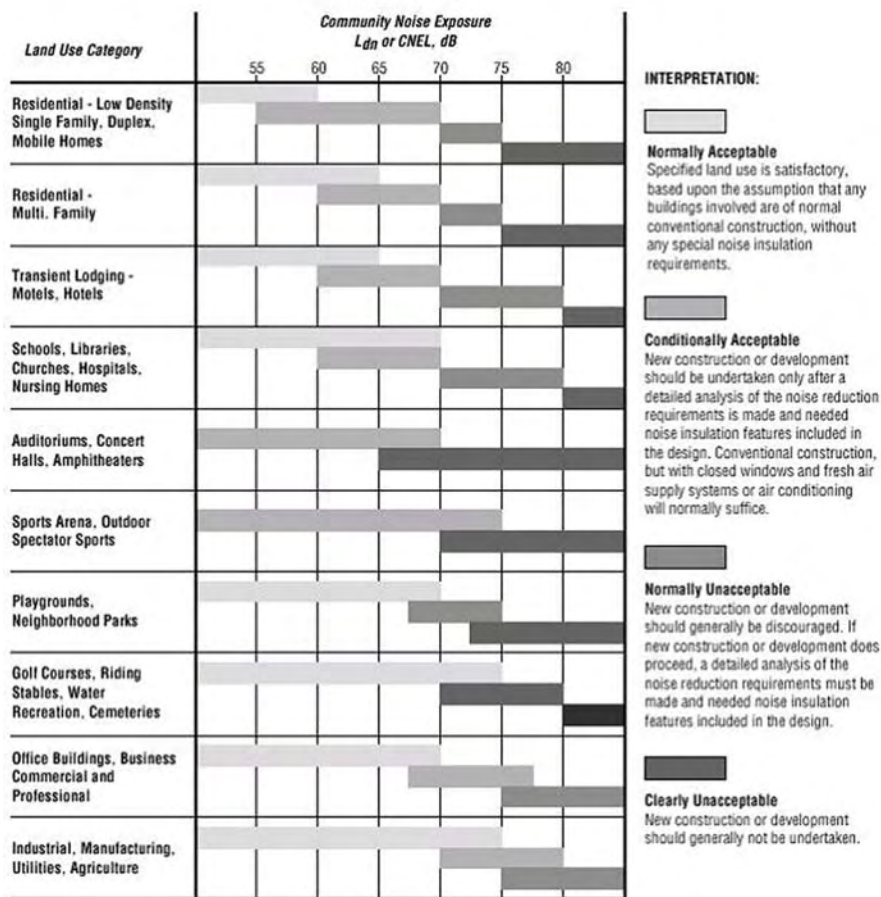
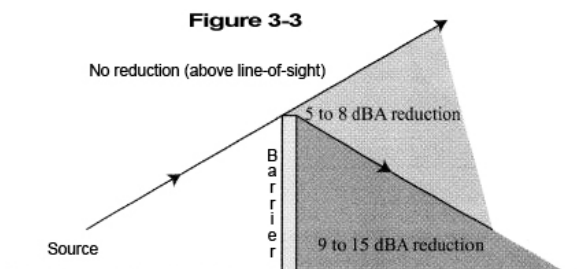


Figure 3-2



Source: State of California, General Plan Guidelines, 2003

Figure 3-3



Source: Timesaver Standards for Urban Design, McGraw-Hill, 2003

3.4 Goals

1. To protect the peace, health, safety, and welfare of Selma residents from adverse effects of any such noise source under any condition.
2. To prohibit unnecessary, excessive and offensive noises from all sources subject to local police power.

3. To improve the living, working, and recreational environment through the reduction and control of noise nuisances.

3.5 Objectives

- A. To protect the economic base of the City by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.
- B. To preserve the tranquility of residential areas by preventing noise producing uses from encroaching upon existing or planned noise-sensitive uses.
- C. To educate the citizens of the City concerning the effects of exposure to excessive noise and the methods available for minimizing such exposure.
- D. To emphasize the reduction of noise impacts through careful site planning and project design, giving second preference to the use of noise barriers and/or structural features to buildings containing noise-sensitive land uses.

3.6 Policies and Standards

- 3.1 It shall be deemed unlawful for any devices, appliances, equipment or vehicles on public or private property abutting noise sensitive land uses to operate between the weekday hours of 7:00 p.m. and 6:00 a.m. and between the weekend hours of 7:00 p.m. and 9:00 a.m.
- 3.2 The City of Selma shall update its Noise Regulations (Title VI: Police Regulations, Chapter 17: Noise Regulations) to the following standards with regards to interior and exterior noise standards:

Exterior Noise Standards - Fixed			
Noise Level Standards, dBA			
Cumulative Number of minutes in any one-hour time period	Daytime 6 a.m. to 7 p.m.	Evening and Nighttime 7 p.m. to 6 a.m.	
30	50	45	
15	55	50	
5	60	55	
1	65	60	
0	70	65	

Residential Interior Noise Standards			
Noise Level Standards, dBA			
Cumulative Number of minutes in any one-hour time period	Daytime 6 a.m. to 7 p.m.	Evening and Nighttime 7 p.m. to 6 a.m.	
5	45	35	
1	50	40	
0	55	45	

- 3.3 The City shall utilize the noise/land use compatibility standards in Figure 3-2 as a guide for future planning and development decisions.

- 3.4 Areas within Selma shall be recognized as noise impacted if exposed to existing or projected future noise levels at the exterior of buildings in excess of 65 dB Ldn (or CNEL).
- 3.5 Noise sensitive land uses shall be discouraged in noise impacted areas unless effective mitigation measures are incorporated into the specific design of such projects to reduce exterior noise levels to 65 dB Ldn (or CNEL) or less and 45 dB Ldn (or CNEL) or less within interior living spaces.
- 3.6 The City shall enforce applicable State Noise Insulation Standards (California Administrative Code, Title 24) and Uniform Building Code (UBC) noise requirements.
- 3.7 Industrial, commercial or other noise generating land uses (including roadways, railroads, and airports) shall be discouraged if resulting noise levels will exceed 65 dB Ldn (or CNEL) at the boundary areas of planned or zoned noise sensitive land uses.
- 3.8 The City shall review all relevant development plans, programs and proposals to ensure their conformance with the policy framework outlined in this Noise Element.
- 3.9 The preferred method of noise control used is thoughtful site design. Secondly, noise control should be achieved through the use of artificial noise barriers. Site and building design guidelines may include:
- a. Noise sensitive land uses should not front onto the primary noise source. Where this is not possible, the narrow portion of the building should face the primary noise source, and the interior layout should locate the most sensitive areas away from the noise source by placing garages, storage facilities, carports or other such areas nearest the noise source.
 - b. Site design should permit noise to pass around or through a development. This can be achieved by placing the narrow or convex portion of the structure toward the primary noise source.
 - c. Commercial and industrial structures shall be designed so that any noise in excess of 65dB Ldn (or CNEL) generated from the interior of the building is focused away from noise sensitive land uses.
 - d. Two story residential construction should be avoided, where possible, immediately adjacent to arterials or collectors unless adequate combinations of noise attenuation procedures are used.
 - e. When feasible, residential cul-de-sacs should be perpendicular to adjacent arterials or collectors.

- f. Loading and unloading activities for commercial uses should be conducted in an enclosed loading dock, preferably with a positive seal between the loading dock and trucks.
- 3.10 Prior to the approval of a proposed development in a noise impacted area, or the development of an industrial, commercial or other noise generating land use in or near an area containing existing or planned noise sensitive land uses, an acoustical analysis may be required if all of the following findings are made:
- a. The existing or projected future noise exposure at the exterior of buildings which will contain noise sensitive uses or within proposed outdoor activity areas (patios, decks, backyards, pool areas, recreation areas, etc.) exceeds 65 dB Ldn (or CNEL).
 - b. Interior residential noise levels resulting from offsite noise are estimated to exceed 45 dBA.
 - c. Estimated or projected noise levels cannot be reduced to the noise exposure limitations specified in this Noise Element by the application of Standard Noise Reduction Methods.

When noise studies are necessary they shall:

- a. Be the responsibility of the applicant.
- b. Be prepared by an individual or firm with demonstrable experience in the fields of environmental noise assessment and architectural acoustics.
- c. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe and assess local conditions.
- d. Include estimated noise levels in terms of dB Ldn (or CNEL) for existing and projected future (10-30 year hence) conditions, with a comparison made to the adopted policies of the Noise Element.
- e. Include recommendations for appropriate mitigation measures to achieve compliance with the adopted policies and standards of the Noise Element.
- f. Include estimates of noise exposure after the prescribed mitigation measures have been implemented. If compliance with the adopted policies and standards of the Noise Element will not be achieved, a rationale for acceptance of the project must be provided.
- g. The acoustical analysis should be prepared as early in the project review or permitting process as possible so that noise mitigation measures may be an integral part of the project design rather than an afterthought.

- 3.11 The City shall seek to reduce impacts from ground borne vibrations associated with rail operations by requiring that habitable buildings are sited at least 100-feet from the center-line of the tracks, whenever feasible.
- 3.12 Require new development of habitable buildings within 100-feet from the centerline of the railroad tracks to provide a study demonstrating that ground borne vibration issues associated with rail operations have been adequately addressed (i.e., through building siting or construction techniques).
- 3.13 New equipment and vehicles purchased by the City should comply with noise level performance standards consistent with the best available noise reduction technology.
- 3.14 All projects within the impact area of airports and heliports, shall be evaluated for potential noise impacts from aircraft overflights based on the standards in the Fresno County Airports Land Use Policy Plan and this Noise Element.

CHAPTER FOUR
SAFETY ELEMENT

Safety Element

4.0 SAFETY ELEMENT

4.1 Introduction

The quality of life in Selma is directly impacted by the sense of security of its residents and businesses. In order to provide a safe and enjoyable environment for residents, it is important to address the issues of crime, violence, and other human caused hazards, and to prepare a response to uncontrollable natural hazards. The Safety Element establishes goals, objectives and policies and standards to ensure that there is an adequate, coordinated, and expedient response to public safety concerns.



4.2 Purpose of the Safety Element

The purpose of the Safety Element is to identify and address those features or characteristics existing in or near Selma that represent a potential hazard to the community's citizens, sites, structures, public facilities, and infrastructure. The Safety Element establishes policies to minimize the danger to residents, workers, and visitors, while identifying actions needed to manage crisis situations such as earthquakes, fires, and floods. The Element also focuses on preventing criminal activity and violence before they occur. Additionally, the Safety Element contains specific policies to regulate existing and proposed development in hazard-prone areas.

4.3 Scope and Content of the Safety Element

The Safety Element satisfies the requirements of state planning law and is a mandated component of the General Plan. Government Code §65302 (g) sets forth a list of hazards that the Element must cover, if they pertain to conditions in the City. These hazards are:

- Seismically induced conditions including ground shaking, surface rupture, ground failure, tsunami, and seiche;
- Slope instability leading to mudslides and landslides;
- Subsidence and other geologic hazards;
- Flooding;
- Wildland and urban fires; and
- Evacuation routes

The Safety Element contains four sections: the Introduction; Purpose of the Safety Element; Scope and Content of the Safety Element; and Goals, Objectives, Policies and Standards. In the Goals, Objectives, Policies and Standards section, major issues pertaining to hazardous conditions and safety are identified, and related policies established. The policies serve as guideline for reducing the risks associated with humans, including criminal activity and natural hazards. The policies also serve to direct and maximize community emergency preparedness.

4.4 Goals

1. To prevent loss of life and serious injury, resulting from natural or man-induced hazards, to the residents of Selma.
2. To prevent serious structural damage to critical facilities and structures where large numbers of people are expected to congregate at one time.
3. To ensure the continuity of vital services to the Selma area in case of disaster.
4. To provide a leadership role in education on public safety.

4.5 Seismic Hazards

SEISMIC SAFETY OBJECTIVES

- A. Identify risks to the City of Selma from seismic hazards.
- B. Establish and maintain a plan to minimize identified risks from seismic hazards.
- C. Establish and maintain a plan for responding to seismic disaster and for the provision of emergency services.

SEISMIC SAFETY POLICIES

- 4.1 The safety element shall be reviewed periodically and updated if necessary.
- 4.2 The City shall develop and adopt an Emergency Operations Plan which shall include action plans in the event of an earthquake or other disaster. Emergency evacuation routes shall be included in the plan.
- 4.3 The City shall maintain and continue to update, with the County of Fresno and other agencies, an Emergency Services Plan. The plan should include:
 - a. Provision for control and direction of emergency operations.
 - b. Provision for continuity of governmental services.
 - c. Program to coordinate the repair and restoration of essential systems and services.
 - d. Coordination of emergency operations with other jurisdictions.
- 4.4 The City should establish an inspection program to identify and inventory all existing unreinforced masonry structures in the City.
- 4.5 The City shall work with property owners to remove or rehabilitate all identified substandard structures.
- 4.6 Emergency communication centers, fire stations and other emergency service or critical facilities should be examined to determine earthquake resistance. A program to mitigate deficient facilities should be established.
- 4.7 Emergency procedures should be identified for public and private utility districts.

- 4.8 Primary and secondary hazards from seismic activity should be evaluated in all environmental assessment and reporting processes.
- 4.9 The list of critical facilities (hospitals, police and fire stations, and similar facilities) for the City of Selma shall be reviewed and updated annually.
- 4.10 Critical facilities shall be designed to the standards established by the Uniform Building Code for such facilities. Critical facilities mean essential facilities as provided in the Uniform Building Code.
- 4.11 The City shall continue to adopt current issues of the Uniform Building Code and implement the seismic design standards provided by the Code.
- 4.12 Seismic safety information should be made available to the general public. School districts and agencies related to aged, handicapped and seismically susceptible industries should be encouraged to develop education programs for seismic awareness.
- 4.13 The Seismic Impact Transportation Plan designates the following disaster transportation routes.

A. Primary Transportation Routes

1. Freeway 99 through the Selma Planning Area;
2. Manning Avenue through the Selma Planning Area;
3. McCall Avenue between Manning Avenue and Second Street;
4. Second Street between McCall Avenue and Nebraska Avenue;
5. Nebraska Avenue between Second Street and Highland Avenue;
6. Highland Avenue south of Nebraska Avenue.

B. Secondary Transportation Routes

1. Golden State-Whitson through the Selma Planning Area;
2. McCall Avenue south of Golden State-Whitson;
3. Del Rey Avenue between Manning Avenue and Orange Avenue;
4. Orange Avenue (Ditch Road) between Del Rey Avenue and Rose Avenue;
5. Rose Avenue between Orange Avenue and McCall Avenue.

C. Evacuation Routes

All arterial and collector streets of the Circulation Element of the Selma General Plan, shall be designated as evacuation routes in the event of a seismic disaster.

4.6 Geologic Hazards

GEOLOGICAL SAFETY OBJECTIVE

- D. To provide a safe environment for building construction through knowledge and understanding of soil and land resources.

GEOLOGIC SAFETY POLICIES

- 4.14 Detailed mapping and analysis of identified areas of geologic hazard shall be provided through the use of Geographic Information Systems (GIS) technology. Areas identified with a "severe" rating for allowable soil pressures or high corrosivity soil characteristics should be mapped for City staff use in new development project consideration.
- 4.15 Continue to enforce the Uniform Building Code in all matters related to soil preparation and foundation requirements.

4.7 Flood Hazards

FLOOD SAFETY OBJECTIVES

- E. Minimize the hazards of localized sheet flooding resulting from prolonged rainfall and storm water runoff.
- F. Develop policies to help protect the lives and property of residents from the hazards of flooding.

FLOOD SAFETY POLICIES

- 4.16 The City shall evaluate areas within its Planning Area to identify areas of potential localized flood hazards.
- 4.17 In areas identified as being potentially subject to flooding, where the exact area and depth of flooding is uncertain, the applicant or developer of an annexation or development proposal shall be responsible for the preparation of a civil engineering report evaluating the flooding potential.
- 4.18 The City shall continue to implement and administer the Master Plan for Storm Drainage as a means of offsetting increased storm water runoff from urbanization.
- 4.19 The City shall incorporate maps from appropriate state and federal agencies that identify all flood hazard areas within the General Plan Planning Area into its Geographic Information System.
- 4.20 The City shall encourage new development to avoid floodplains or require developers to mitigate and protect against flood impacts if development is to be located in such areas.
- 4.21 The City shall seek and petition the County of Fresno, Council of Fresno County Governments and other agencies and cities impacted by potential dam failure, to participate in the completion of a disaster plan dealing with Pine Flat Dam failure.

- 4.22 The City shall prepare a local emergency evacuation plan responding to the complete failure of Pine Flat Dam at peak capacity. The evacuation plan shall be coordinated with other responsible and impacted jurisdictions.

4.8 Transportation Hazards

TRANSPORTATION SAFETY OBJECTIVES

- G. To maintain a safe relationship between major transportation routes and urban land uses.
- H. To provide for land use safety in areas influenced by airports and railways.

TRANSPORTATION SAFETY POLICIES

- 4.23 The City shall consider the impacts of potential transportation hazards upon adjacent land uses when considering proposals for new or changed urban uses.
- 4.24 New public use buildings, such as schools and hospitals, should be located a minimum of 1,000 feet from mainline rail or highway routes.
- 4.25 The City shall continue to implement the Airport Land Use Plan for the Selma Aerodome.
- 4.26 New public use buildings should not be located within the flight path or approach zone of airports.
- 4.27 Neighborhood and local streets shall be designed for speeds of 25 miles per hour.
- 4.28 Traffic calming devices such as bulbouts, chokers, mid-block bulbs, traffic circles and textured sidewalks shall be encouraged, to keep speeds below 25 miles per hour.

4.9 Fire Hazards

FIRE SAFETY OBJECTIVES

- I. To prevent urban fires through code enforcement and public education.
- J. To minimize property damage and public injury through effective fire service delivery.

FIRE SAFETY POLICIES

- 4.29 The City shall maintain an efficient fire department operation and strive to keep the staffing and equipment levels in line with the growth of the City.
- 4.30 The City will strive to reduce the demand for fire service by emphasizing fire prevention and public education. The Selma Fire Department will continue to conduct annual fire prevention inspections for commercial uses.

- 4.31 The City will require installation, maintenance and inspection of automatic fire detection and suppression devices in structures as required by City Code.
- 4.32 Encourage the installation of a system of heat and/or smoke detection devices and encourage a sprinkler system and other fire suppression equipment including fire hoses and water storage tanks or fire hydrants for all structures that exceed 5,000 square feet in floor area for the following facilities:
 - a. Critical facilities (public buildings).
 - b. Permanent industrial facilities employing ten or more people on a year-round basis.
 - c. Housing for the elderly, children and mentally infirm.
 - d. Nursing homes and hospitals.
 - e. Structures where large amounts of chemicals or fuels are known to be stored and are considered to be significantly dangerous by the Fire Chief.
 - f. As required by the Fire Chief or other legislation.
- 4.33 New development in the City of Selma shall conform to existing fire codes, including the provision of adequate ingress and egress for fire response vehicles.
- 4.34 The City shall continue to monitor and coordinate the water supply system with California Water for fire protection purposes to include the water supply for both peak load and emergency use. Areas of substandard water supply should be identified, and system improvements completed prior to and in conjunction with new development in the area.
- 4.35 The City shall continue to enforce its weed abatement program limiting the amount of combustible vegetation throughout the Planning Area.
- 4.36 The City should encourage public and private agencies, especially schools and social service groups to become involved in promoting fire protection and prevention education.
- 4.37 The City's Fire Services response goal shall be five minutes from "tone-out" to arrival on scene.

4.10 Hazardous Materials

HAZARDOUS MATERIALS OBJECTIVE

- K. To reduce and control the effects of hazardous wastes so as to promote the public health and welfare of the Selma Community.
- L. To maintain a responsive City staff, trained in Hazardous Materials incidents.

HAZARDOUS MATERIALS SAFETY POLICIES

- 4.38 To coordinate and cooperate with other local, state, and federal agencies with expertise and responsibility for all aspects of hazardous wastes.
- 4.39 To educate the public on the subject of hazardous wastes.
- 4.40 To aid in the identification and mapping of abandoned waste disposal sites, as necessary, and in the survey of the kinds, amounts, locations, etc. of hazardous wastes.
- 4.41 To ensure that disaster planning for the City of Selma includes policies appropriate to problems associated with hazardous wastes.
- 4.42 To identify the potential hazards from landfills and/or toxic waste sites as a component of environmental review of projects.
- 4.43 To prohibit the discharge of toxic and hazardous wastes into the municipal sewer system.
- 4.44 The City shall continue to staff, train and equip an emergency response team to respond and coordinate public safety activities. The Selma Fire Department is designated as the City's emergency response team for hazardous materials incidents.

CHAPTER FIVE

OPEN SPACE, CONSERVATION AND RECREATION ELEMENT

Open Space, Conservation and Recreation Element

5.0 OPEN SPACE, CONSERVATION AND RECREATION ELEMENT



5.1 Introduction

Some of the most valuable assets of Selma include its agricultural land, parks, historical and architectural resources. The Open Space, Conservation and Recreation Element focuses



on the protection and enhancement of open space, natural and recreational resources to ensure a high quality living environment in Selma.

5.2 Purpose of the Open Space, Conservation and Recreation Element

The Open Space, Conservation and Recreation Element meets the state requirements for Conservation and Open Space Elements as defined in Sections 65302(d) and 65301(e) of the Government Code. According to these requirements, the Conservation Element must contain goals and policies to protect and maintain natural resources such as water, soils, wildlife, and minerals, and prevent wasteful resource exploitation, degradation, and destruction. The Open Space Element should contain goals and policies to manage open space areas, including undeveloped lands and outdoor recreation areas. Specifically, the Open Space Element must address several open space categories such as those used for the preservation of natural resources and managed production of resources, as well as open space maintained for public health and safety reasons. This last category of open space is addressed in the Safety Element. Because the subjects required to be addressed under the Conservation Element and Open Space Element overlap substantially, the two elements, and the Recreation Element have been combined.

5.3 Scope and Content of the Open Space, Conservation and Recreation Element

The Open Space, Conservation and Recreation Element include community policies to protect environmental, open space and recreational resources. Resources addressed in this element include: water resources; agricultural resources; cultural resources; ecological and biological resources; mineral resources; and parks and recreational facilities. Because everyday activities in Selma affect air quality outside City boundaries and regional activities affect air quality within Selma, regional air quality issues are also addressed in this element. The Open Space, Conservation and Recreation Element is comprised of four sections: the Introduction; Purpose of the Open Space, Conservation and Recreation Element; Scope and Content of the Open Space,

Conservation and Recreation Element; and the Goals, Objectives, and Policies and Standards. In the Goals, Objectives, and Policies and Standards section, community open space needs and resource management issues are identified and corresponding policies are established. The objectives, which are overall statements of the City desires, are comprised of broad statements of purpose and direction. The policies and standards serve as guidelines for planning and maintaining recreational facilities, enhancing the natural amenities of Selma and minimizing the environmental effects of planned development.

5.4 Open Space and Conservation

GOALS

Management of Resources

1. Protect the environment.
2. Provide for the usage of natural resources without causing their premature depletion.
3. Conserve prime agricultural land.
4. Preserve groundwater quality and encourage reduction of overdraft conditions.
5. Eliminate potential for soil erosion or degradation of its agricultural productivity.

Unique Resources

6. Protect any rare or endangered plant and animal species, found in the Selma area.
7. Identify and protect unique cultural and historical features of the community.

Environmental Hazards

8. Limit potential threats to human health and property, which may result from natural environmental hazards.

POLICIES AND STANDARDS

General

- 5.1 The City shall review the Conservation and Open Space Element regularly to ensure its compatibility with State guidelines and related plans developed by the Council of Fresno County Governments and Fresno County.
- 5.2 Encourage all construction wastes generated from new construction and demolition to be recycled.
- 5.3 Encourage reduction of the City's peak electrical load by 10% through energy efficiency, shifting the timing of energy demands, and conservation measures.
- 5.4 Add a weatherization/energy conservation component to City renovation and repair programs where applicable. Coordinate with development and implementation of a

- homeowner weatherization program to aid seniors and low-income residents in insulating their homes.
- 5.5 Encourage the public health and environmental benefits of supporting locally grown and organic foods.
 - 5.6 Continue to implement “user-friendly” recycling and composting programs in compliance with State mandates.
 - 5.7 Maintain Rockwell Pond as both a resource management area (water recharge) and community open space.

Agriculture

- 5.8 Prime and uniquely productive agricultural land should be conserved through orderly expansion of the City.
- 5.9 To protect human health and safety from potential impacts due to agricultural spraying, dust, and traffic congestion, the City will encourage lower density development adjacent to land planned for long-term agricultural uses.
- 5.10 Agricultural lands which currently produce, or have the potential to produce, specialty crops for which the area is uniquely suited, should be protected from encroachment by urban uses.
- 5.11 Maintain a 20-acre minimum parcel size for agriculturally designated parcels to encourage viable agricultural operation and to prevent parcelization into rural residential or ranchette developments.
- 5.12 Work with regional partners/organizations to develop an agricultural land conservancy program. Encourage the application of new agricultural land preservation and conservancy programs outside of the City’s SOI.

Environmental Hazards

- 5.13 Require correction of local storm water ponding conditions prior to development in such areas, either through off-site improvements provided by land developers, or through community storm drain facility capital improvement projects.
- 5.14 Require soil studies in localized areas known to have expansive or unstable soils.

Natural Resources

- 5.15 Use conservation irrigation technology as well as a water efficient plant palette for all City-owned properties.
- 5.16 Areas with high erosion potential or soil instability which cannot be mitigated shall be designated for open space land uses.
- 5.17 Channel and slope modification shall be discouraged where they increase the rate of surface runoff and increase the potential for erosion.
- 5.18 The City shall endeavor to mitigate, to the extent feasible, activities which will exacerbate groundwater overdraft.

5.5 Air Quality

GOAL

To protect the health and welfare of Selma residents by promoting development that is compatible with air quality standards.

OBJECTIVES

- A. Participate in the development of consistent and accurate procedures for evaluating the air quality impacts of new projects.
- B. As part of the development review process, develop mitigation measures to minimize stationary and area source emissions.
- C. Develop transportation systems that minimize vehicle delay and air pollution.
- D. Develop consistent and accurate procedures for mitigating transportation emissions from new and existing projects.
- E. Encourage alternative modes of transportation including pedestrian, bicycle, and transit usage.
- F. Conserve energy and reduce air emissions by encouraging energy efficient building designs and transportation systems.

POLICIES AND STANDARDS

- 5.19 Coordinate with other local and regional jurisdictions, including the San Joaquin Valley Air Pollution Control District (SJVAPCD) and the California Air Resources Board (ARB), in the development of regional and county clean air plans and incorporate the relevant provisions of those plans into City planning and project review procedures. Also coordinate with the SJVAPCD and ARB in:
 - Enforcing the provisions of the California and Federal Clean Air Acts, State and regional policies, and established standards for air quality;
 - Utilizing clean fuel for city vehicle fleets, when feasible; and
 - Developing consistent procedures for evaluating project-specific and cumulative air quality impacts of projects.
- 5.20 Require area and stationary source projects that generate significant amounts of air pollutants to incorporate air quality mitigation in their design, including:
 - The use of best available and economically feasible control technology for stationary industrial sources;

- Discourage the use of wood burning heaters or pellet stoves in new residential units;
 - The use of new and replacement fuel storage tanks at refueling stations that are clean fuel compatible, if technically and economically feasible; and
 - The promotion of energy efficient designs, including provisions for solar access, building siting to maximize natural heating and cooling, and landscaping to aid passive cooling and to protect from winter winds.
- 5.21 Develop strategies to minimize the number and length of vehicle trips, which may include:
- Promoting commercial/industrial project proponent sponsorship of van pools or club buses;
 - Encouraging commercial/industrial project day care and employee services at the employment site;
 - Encouraging the provision of transit, especially for employment-intensive uses of 200 or more employees; and
 - Providing expansion and improvement of public transportation services and facilities.
- 5.22 Encourage transportation alternatives to motor vehicles by developing infrastructure amenable to such alternatives by doing the following where feasible:
- Consider right-of-way requirements for bike usage in the planning of new arterial and collector streets and in street improvement projects;
 - Require that new development be designed to promote pedestrian and bicycle access and circulation; and
 - Provide safe and secure bicycle parking facilities at major activity centers, such as public facilities, employment sites, and shopping and office centers.
- 5.23 Encourage land use development to be located and designed to conserve air quality and minimize direct and indirect emissions of air contaminants by doing the following where feasible:
- Locate air pollution point sources, such as manufacturing and extracting facilities in areas designated for industrial development and separated from residential areas and sensitive receptors (e.g., homes, schools, and hospitals); establish buffer zones (e.g., setbacks, landscaping) within residential and other sensitive receptor uses to separate those uses from highways, arterials, hazardous material locations and other sources of air pollution or odor;

- Consider the jobs/housing/balance relationship (i.e., the proximity of industrial and commercial uses to major residential areas) when making land use decisions;
- Provide for mixed-use development through land use and zoning to reduce the length and frequency of vehicle trips;
- Accommodate a portion of the projected population and economic growth of the City in areas having the potential for revitalization;
- Locate public facilities (libraries, parks, schools, community centers, etc.) with consideration of transit and other transportation opportunities;
- Encourage small neighborhood-serving commercial uses within or adjacent to residential neighborhoods when such areas are aesthetically compatible with adjacent areas; do not create conflicts with neighborhoods schools; minimize traffic, noise, and lighting impacts; encourage and accommodate pedestrian and bicycle access; and, are occupied by commercial uses that have a neighborhood-scale market area rather than a community-wide market area; and
- Encourage a development pattern that is contiguous with existing developed areas of the City.

5.6 Recreation

GOALS

9. Preserve and protect unique or natural recreation resources.
10. Provide adequate public and private open space for existing and future residents.
11. Provide adequate and accessible open space and park facilities for active and passive recreation.
12. Private recreational open space, or dedications of equivalent land, or fees in lieu thereof, shall be required in conjunction with all residential developments to the maximum extent permissible by law.

POLICIES AND STANDARDS

- 5.24 Provide adequate park facilities distributed throughout the City to provide organized and informal recreation opportunities and open space for City residents. Table 5-1, to be used as a reference only, classifies various parks and greenways, provides a general description and includes suggested size and service area criteria.
- 5.25 The standard park acreage in Selma is 5.0 acres per 1,000 people. This acreage may include park-ponds (to the extent that they are accessible and usable recreational areas),



neighborhood parks, pocket parks, community parks and community recreational facilities. Priority should be given to development of property already owned by the City for park programs.

- 5.26 Location standards for parks and recreational open space specified in the Background Report of the General Plan, the Land Use Map, and Specific Plans, shall guide the location of future park and open space developments.
- 5.27 Neighborhood parks should be from 3 to 5 acres in size and centrally located within each ½ square mile of land. Such parks may be developed alone, in conjunction with school sites, or with ponding basins.
- 5.28 Community parks, providing a full range of passive and active recreational areas and facilities, will be from 20 acres and larger in size.
- 5.29 Developed public recreation land will be within walking distance of potential users. For purposes of this Element, an optimum walking distance for neighborhood parks is within ¼ mile.
- 5.30 Consider the recreational needs of all socio-economic and age groups within the City in accordance with the availability of financial and other resources for these purposes.
- 5.31 Seek available state and federal funds, and local grants for park improvements and recreational programs and land acquisition.

**Table 5-1
Parks and Greenways Classifications**

Classification	General Description	Size and Service Area Criteria
Neighborhood Park	Neighborhood parks are the basic units of the park system and serve a recreational and social purpose. Focus is on informal recreation.	Typically 5 acres or more; 8 to 10 acres preferred with 3 acres the desired minimum size. Service area is one-fourth to one-half mile uninterrupted by major roads and other physical barriers.
Community Park	Serves a broader purpose than neighborhood parks. Focus is on meeting community-based recreational needs, as well as preserving unique landscapes and open spaces.	Varies, depending on function. A minimum of 20 acres is preferred, with 40 or more acres optimal. Service area can be communitywide or several neighborhoods in given area of the community.
Large Urban Park	Large urban parks are generally associated with larger urban centers with large populations. Focus is on meeting wide-ranging community needs and preserving unique and sometimes extensive landscapes and open spaces.	Varies depending on circumstances. A typical minimum size is 50 acres (20.2 hectares), with hundreds of acres not uncommon, such as Central Park in New York City.
Youth Athletic Complex/Facility	Consolidates programmed youth athletic fields and associated facilities to fewer strategically located sites throughout the community. Also can provide some neighborhood use functions.	Varies, with 20 acres or more desirable, but not absolute. Optimal size is 40 to 80 acres (16.3 to 32.4 hectares).
Community Athletic Complex/Facility	Consolidates programmed adult and youth athletic fields and associated facilities to a limited number of sites. Tournament-level facilities are appropriate.	Varies, with 20 acres (8.1 hectares) or more desirable, but not absolute. Optimal size is 40 to 80 acres (16.2 to 32.4 hectares).
Greenway	Lands set aside for preserving natural resources, remnant landscapes, and open space, and providing visual aesthetics/buffering. Also provides passive-use opportunities. Ecological resource stewardship and wildlife protection are high priorities. Suitable for ecologically sensitive trail corridors.	Varies, depending on opportunity and general character of natural systems within the community.

**Table 5-1
Parks and Greenways Classifications (continued)**

Parkway	Linear park like transportation corridors between public parks, monuments, institutions, and sometimes business centers. Can be maintained green space or natural in character.	Varies.
Special Use	Covers a broad range of parks and recreation facilities oriented toward single-purpose uses, such as a nature center, historic sites, plazas, urban squares, aquatic centers, campgrounds, and golf courses.	Varies, depending on need.
Park-School	School sites that are used in concert with, or in lieu of, other types of parks to meet community park and recreation needs. School sites often provide the majority of indoor recreational facilities within a community.	Varies, depending on specific site opportunities.
Private Park/Recreation Facility	Parks and recreation facilities that are privately owned, yet contribute to the public park and recreation system.	Varies.
Regional Parks and Park Reserves	Larger-scale, regionally based parks and open spaces the focus on natural resource preservation and stewardship.	Typically a minimum of 500 acres (202.3 hectares) and up to several thousand acres or several hundred hectares. Service area is regional, which generally encompasses several cities.

- 5.32 Require the dedication of recreational open space land or the payment of fees in lieu thereof as a condition for approval of subdivisions of land. Funds collected shall be expended for the purposes of purchasing and/or developing land for recreational facilities or serve the subdivision. The amount of land or fee shall be commensurate with demand for recreational land and facilities generated by the subdivision.
- 5.33 Cooperate with the school district in developing recreational open space land and programs.

- 5.34 Develop new parks or recreational facilities at locations which complement existing and planned population centers and, where possible, complement existing school recreational facilities.

CHAPTER SIX

PUBLIC SERVICES AND FACILITIES ELEMENT

Public Services and Facilities Element

6.0 PUBLIC SERVICES AND FACILITIES ELEMENT

6.1 Introduction

The Public Services and Facilities Element addresses the community need for public services and facilities. The City is currently well served with infrastructure, and with master plans in place to guide capital spending to make improvements as necessary. Future development of the remaining vacant land within the City will require expansion of public services and facilities to meet the increase in demand for service. Planning for this future increase in demand will ensure that the needs of future residents for public services and infrastructure are met, while avoiding adverse impacts to existing areas of the community.



6.2 Purpose of the Public Services and Facilities Element

The purpose of the Public Services & Facilities Element is to ensure that sufficient levels of public services are provided as Selma develops. Working in conjunction with the Land Use Element, the Public Services & Facilities Element plans for the needed expansion and funding of public services and infrastructure to coincide with new development.

6.3 Scope and Content of the Public Services and Facilities Element

The Public Services & Facilities Element is not a state-mandated element, however, the issues addressed within this Element closely relate to the Land Use Element. The Element is comprised of four sections: the Introduction; Purpose of the Public Services & Facilities Element; Scope and Content of the Public Services & Facilities Element; and the Goals and Policies and Standards. In the Goals and Policies and Standards section, major issues related to the provision of public services and facilities are identified and related policies and standards are established to address these issues. The policies and standards serve as guides for infrastructure and facility improvements to provide sufficient levels of service.

GOALS

1. **Encourage the provision of adequate and convenient school facilities in order to provide an appropriate education for all pupils.**
2. **Reduce the threat to persons and property resulting from natural and man-made hazards including fire, crime and flooding.**
3. **Provide a safe and sanitary physical environment.**

4. Coordinate required improvements of the sewer and storm drainage systems.**POLICIES AND STANDARDS**

- 6.1 Coordinate City-wide sewer, water, and storm drainage master plans which implement adopted land use goals, objectives and policies and Federal and State regulations. These master plans shall be updated as needed and implemented through various funding mechanisms including assessment district, property owner's association's user fees, development impact fees, mitigation payments, reimbursement agreements and/or other mechanisms which provide for equitable distribution of development and maintenance costs.
- 6.2 Require the development and extension of infrastructure to proposed developments according to adopted elements and master plans. Projects that are not contiguous to existing urban development shall be required to assess the cumulative impact of all non-contiguous development.
- 6.3 Temporary drainage facilities may be constructed by the developer if the major facilities are not available, subject to City determination and approval. The developer will also be required to pay all applicable drainage fees in addition to constructing temporary facilities at his/her own cost.
- 6.4 In order to address sewer constraints, new developments shall demonstrate that adequate sewer capacity exists prior to development or that mitigation measures will ensure that sewer capacity will be created as part of the project. Mitigation measures may include installation of necessary facilities or other methods acceptable to the City.
- 6.5 Potential school sites shall be designated on the land use plan in locations convenient to their service populations. Future school site locations on the adopted Land Use Diagram are approximate and subject to change.
- 6.6 Adequate space and facilities shall be provided for City services and administrative functions including senior citizen centers, community centers, and a civic center complex.
- 6.7 The City shall continue to review fire call response time and other factors relating to ISO ratings and strive to maintain the current ISO rating.
- 6.8 Adequate facilities shall be provided for law enforcement and fire suppression and prevention programs.
- 6.9 Police and fire staffing levels shall be reviewed on an annual basis to determine appropriate and feasible staffing ratios.
- 6.10 Capital improvements shall be undertaken to eliminate existing flooding problems.
- 6.11 All new developments shall be required to have community sewer, water and storm water systems.

APPENDIX B

PERSONS WHO PREPARED THIS INITIAL STUDY

APPENDIX B – PERSONS WHO PREPARED THIS INITIAL STUDY

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MAP 10 2006 COPY

March 5, 2008

Michael Gaston, Planning Director
City of Selma
1710 Tucker Street
Selma, CA 93662

Subject: Comments on Draft General Plan Elements

Dear Mike,

Amberwood Properties, LLC has reviewed the Draft General Plan Elements. In general, the General Plan Elements appear well drafted and internally consistent. However, we have identified a few issues that we would like to bring to the City Council's attention. We have met with the General Plan consultants and you to discuss these matters. As you are aware, we are looking at these General Plan Elements with the purpose of implementing them in the Amberwood Specific Plan. Suggested revisions to the wording of the elements are identified below in a strikeout and underline format.

City Growth and Agricultural Conservation (Land Use Element/Open Space and Conservation Element)

Land Use Element Policy 1.2

Suggested Revision: In order to ~~preserve them~~ conserve prime agricultural lands as a natural resource, and provide a buffer between existing and future development in the City and neighboring cities, ~~prime agricultural lands should not be designated for urban development to the extent feasible~~ buffer zones should be planned outside the proposed sphere of influence of the City.

Rationale: The proposed wording of the policy could be interpreted to be contrary to allowing orderly expansion of the City, which is central to the proposed General Plan. Orderly expansion of Selma will result in some prime agricultural lands being converted to urban uses. However, setting up buffer areas will help conserve agricultural lands outside the planned growth of the City.

Land Use Element Policy 1.10

Suggested Revision: The in-fill of existing vacant lands within the City limits shall be encouraged ~~over development on the periphery of the community.~~

Rationale: The proposed wording of the policy could be interpreted as being contrary to allowing orderly development on the periphery of the City, which is a major part of the General Plan proposal for expansion of the urban area of Selma. In-fill is an important policy, but will occur simultaneously with expansion of the City's boundaries to meet housing demand from population and employment growth.

Open Space and Conservation Element Goal 3

Suggested Revision: ~~Preserve~~ Conserve prime agricultural land.

Rationale: See Land Use Policy 1.2 above.

Open Space and Conservation Element Policy 5.8:

Suggested Revision ~~To the fullest degree possible, prime agricultural land shall be preserved for agricultural uses only~~ Prime and uniquely productive agricultural land should be conserved through orderly expansion of the city.

Rationale: See Land Use Policy 1.2 above.

Open Space and Conservation Element Policy 5.10

Suggested Revision: ~~Agricultural lands which currently produce, or have the potential to produce, specialty crops for which the area is uniquely suited, shall be protected from encroachment by urban uses.~~

Rationale: Delete this policy, see suggested revision to Policy 5.8 above which addresses uniquely productive agricultural land.

Schools (Land Use Element)

Land Use Element Policy 1.19b

- *Suggested Revision:* ~~The City shall consider adequate mitigation measures, at the City's sole discretion, to reduce the impacts of development on the school district. The Selma Planning Commission and/or the Selma City Council shall, in their sole judgment, make the final determination of what constitutes adequate mitigation of new residential construction impacts on school facilities under this Plan.~~
- *Rationale:* Delete this policy from the prior General Plan as the wording of the policy could be interpreted to be contrary to more recent State statutes which set forth sufficient school fees and mitigation measures under CEQA.

Land Use Element Policy 1.19c

- *Suggested Revision:* ~~If the school district is unable to receive adequate funding as demonstrated by evidence submitted by the school district to the City, for the district's ongoing construction needs, the City may consider special school financing mechanisms, but does not and cannot assure approval by the City or the ability to implement such financing. Such mechanisms could include, but is not limited to, additional development fees, assessment and/or community facility districts and/or bond issues.~~
- *Rationale:* Delete this policy from the prior General Plan as the wording of the policy could be interpreted to be contrary to more recent State statutes which set forth school fees and funding measures.


Density and Lot Size (Land Use Element)

Land Use Element Policy 1.40

- *Suggested Revision:* The minimum lot area for a single family dwelling unit shall be 7,000 square feet, with exceptions to this minimum allowed subject to the approval of a Conditional Use Permit or Specific Plan as set forth in the City of Selma Zoning Ordinance.
- *Rationale:* The wording of the policy should allow flexibility as part of an approved Specific Plan where a range of lot sizes would be evaluated as part of a comprehensive planning program with architectural design controls, landscaping standards, and maintenance requirements.

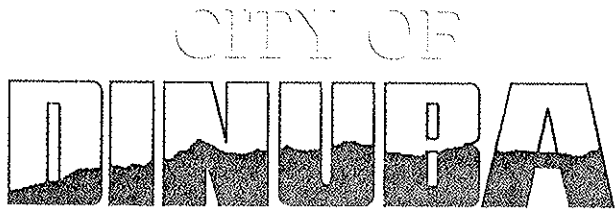
Thank you for the opportunity to comment on this document.

Sincerely,



Glenn Pace
Manager

cc: City Council



Together, A Better Community

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City Manager
559/591-5904

City Attorney
559/437-1770

Administrative Services
559/591-5900

Development Services
559/591-5906

Dinuba Vocational Center
559/596-2170

Fire/Ambulance Services
559/591-5931

Parks & Community Services
559/591-5940

Police Services
559/591-5914

Public Works Services
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September 12, 2008

Mr. Michael Gaston
Community Development Director
1710 tucker Street
Selma, CA 93662

Re: Comments for Notice of Preparation of a Draft Environmental Impact Report for the City of Selma 2035 General Plan Update

Dear Mr. Gaston,

Thank you for providing the City of Dinuba the opportunity to review and comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the City of Selma 2035 General Plan Update prepared by your consultant QuadKnopf. We look forward to reviewing and commenting when the DEIR is circulated for public review. Our comments will generally be broad based, however, we are also providing a few specific environmental factors comments.

First and foremost, the proposed General Plan Map and some figures (Figure 2-1, 3-2, figure at 3.2 of 3.6 Policies and Standards) are difficult to read. We suggest you include an 11" X 17" General Plan land use map, separate pages for the street cross sections, and generally, a larger font size. We found a minor typographic error on page 3-2 of the Environmental Checklist when reference is made to Selma-Kingsburg-"Follower" instead of Fowler.

Your documents did not include the Background Document discussed in the NOP or draft General Plan Policies Statements. Without this document, we do not have an opportunity to read about the assumptions, projections, or estimates used to develop the General Plan Policies to accommodate Selma's anticipated growth.

Our primary comments are in regards to Traffic/Circulation, Land Uses, and Energy Resources. We believe a thorough environmental analysis needs to be provided in the DEIR for these resources. Below are our comments for these resources

Traffic/Circulation: Primarily along Mountain View, Golden State Boulevard, and Highway 99. The proposed land uses within the Mt. View, Golden State Boulevard, and Highway 99 corridors will create a tremendous amount of traffic in addition to the traffic currently using those three facilities.

The addition of residential, mixed use, and regional commercial uses west of Highway 99 and industrial uses between Bethel Avenue and Highway 99 will certainly overtax the existing travel lanes, the bridge over Highway 99, and on-/off-ramps at Highway 99. Mountain View Avenue will see a significant increase in traffic volumes, therefore we believe an extensive traffic analysis should be conducted for Mountain View Avenue between Bethel and DeWolf Avenues. We would not be surprised if analyses of these facilities shows a need to increase the width of the bridge over Highway 99 to accommodate additional through and turning lanes, require expansion of the on- and off-ramps from a single lane to two lanes, and warrant signalization. Another concern is the railroad crossing east of Golden State Boulevard at Mountain View Avenue. An analysis of the impacts caused by trains impeding traffic crossing Golden State Boulevard should be conducted of traffic impacts when full build-out occurs. The NOP mentions an objective of the General Plan is to realize a new over-crossing of Highway 99 at Dinuba Avenue; we believe an analysis should be conducted regarding the feasibility of an additional over-crossing or under-crossing of Hwy 99 between Nebraska and Mountain View Avenues. Lastly, a comprehensive analysis of possible relocation of Highway 43 should be included in the DEIR.

Land Uses: We recognize Selma's desire to develop toward the south and southwest. As contained in the NOP, it is obvious that areas west of Highway 99 are intended for residential, mixed, and regional commercial uses, while areas east of Highway 99 are intended for industrial uses. We anticipate a comprehensive analysis of traffic/circulation, as noted above, and air quality impacts based on the planned uses in these areas. We also anticipate a thoughtful and comprehensive analysis of alternative land use patterns and the impacts associated with those alternatives.

Impacts on Energy Resources: As noted earlier, substantive growth will have occurred if the south and southeast areas are developed as contained in the draft General Plan land use map. We believe it is appropriate that the DEIR include a comprehensive analysis of electricity and natural gas impacts on nearby cities such as Fowler, Kingsburg, Parlier, and Dinuba. For years now, we have been hearing from the energy suppliers and the State of California on possible energy shortages during peak demand hours; the proposed land uses will clearly impose the need for additional energy when fully built out.

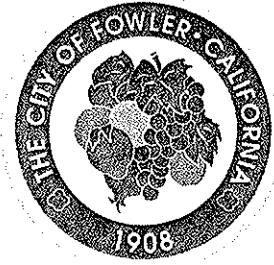
Lastly, on page 3-2 of the NOP/Initial Study, Other Responsible Agencies are the San Joaquin Valley Air Pollution Control District and any irrigation or other special district within the planning area.

Thank you for the opportunity to comment. We look forward to reviewing the DEIR when it is circulated for review. If you have any questions please contact Hector Guerra, Principal Planner, at (559) 591-5906.

Sincerely,



Daniel Meinert, Deputy City Manager



1517-001
7/27/08
COPY

September 23, 2008

Mr. Michael Gaston, AICP
Community Development Director
City of Selma
1710 Tucker Street
Selma, CA 93662

SUBJECT: NOP Comments – Selma General Plan Update EIR

Dear Mr. Gaston:

Thank you for requesting comments from the City of Fowler on the Notice of Preparation for the Draft EIR on the proposed Selma General Plan Update. The package submitted as part of the NOP, including the land use map, summary, policies, and initial study, were very helpful in understanding the scope of the proposed general plan and potential environmental impacts.

The City is in general agreement with the analysis contained in the initial study. However, the following comments on potential environmental impacts should be considered for discussion in the DEIR:

1. **Agricultural Land.** This section should document current efforts by Fresno County, the COG, LAFCO, and the Blueprint process to conserve agricultural resources and provide buffers between communities. To the maximum extent feasible, Fowler supports such efforts, including establishing buffers between the communities of Selma and Fowler. Direct mitigation for the loss of ag land should also be considered in light of the efforts described above.
2. **Air Quality.** This or a separate section should also include analysis of greenhouse gases and global climate issues and describe the City's efforts to reduce such emissions.
3. **Hydrology and Water Quality.** Analysis in the initial study does not acknowledge the role that the Consolidated Irrigation District plays in groundwater recharge and drainage, nor current issues with CID.
4. **Land Use and Planning.** The Selma General Plan map should contain a recommended Sphere of Influence to be analyzed in the EIR. The concept of "urban development boundaries" is not used in Fresno County and is not consistent with LAFCO SOI policies. Fowler requests that an SOI expansion be addressed in the DEIR, including consistency with LAFCO policies, with alternatives considered.

There are potential land use conflicts with the Fowler General Plan and proposed Selma General Plan at the southeast quadrant of Manning and Highway 99. These conflicts should be identified and resolved, if possible, in the DEIR.

The DEIR should discuss major new planning proposals in development, including the COG Blueprint process and SB 375 and how they may affect the City of Selma.

5. **Transportation/Traffic.** Significant new residential and commercial development is proposed in the northern portion of Selma that will use Manning Avenue for access to Highway 99. The portion of Manning generally between Locan and the highway is within the City of Fowler, including the interchange. The traffic impact analysis should identify future traffic volumes on Manning and mitigation required, including fair share mitigation fees and/or construction of improvements within the City of Fowler and to Caltrans facilities.
6. **Utility and Service Systems.** The EIR should discuss the remaining capacity of the SKF treatment facility and any plans for expansion. Because Selma's expected growth rate is much higher than either Kingsburg or Fowler, the EIR should discuss potential impacts to those jurisdictions if adequate capacity is not allocated for their anticipated growth over the planning period. The EIR should also discuss any anticipated alternatives to wastewater disposal in Selma, including stand-alone satellite treatment facilities.

The EIR should also analyze the projects impacts on energy, including overall supply and distribution.

Thank you for the opportunity to comment on the NOP. We look forward to review of the Draft EIR and will provide additional comments as part of the overall EIR and general plan review process.

Sincerely,
City of Fowler



Bruce O'Neal, AICP
Planner

Cc David Elias
Randy Deaver



City of Kingsburg

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9/29/2008

1401 Draper Street, Kingsburg, California 93631-1908 (559) 897-5821 Fax (559) 897-5568

Leland E. Bergstrom
Mayor

September 24, 2008

SEP 26 2008

Dr. Paul Kruper
Mayor Pro-Tem

Mike Gaston, AICP
Community Development Director
City of Selma
1710 Tucker Street
Selma CA 93661

COUNCIL
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Donald F. Pauley
City Manager

Dear Mike,

Thank you for the opportunity to comment on the Initial Study/Notice of Preparation prepared for the Selma General Plan Update 2035 project. I am sorry that I was unable to attend the scoping meeting that took place on September 3 – I was in back surgery that afternoon.

Officials of the City of Kingsburg have concerns about the regional effects of such an ambitious land use plan, with a steady 4 percent rate of residential growth and some very intense commercial and mixed-use development at the edge of Kingsburg's sphere of influence. The comments in the Environmental Checklist indicate that your Environmental Impact Report will address in greater detail the environmental issues that figure to have the greatest impact on the citizens of Kingsburg, such as air quality, water consumption, water quality, and traffic.

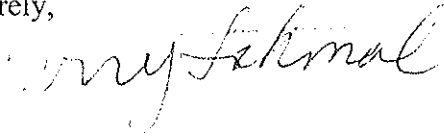
Kingsburg officials are particularly interested in learning how the following impacts are going to be mitigated:

- Overdrafting and recharge of the groundwater aquifer.
- Handling of storm drainage and the pollutants it contains.
- Expansion of capacity of shared regional infrastructure systems such as those operated by the Selma-Kingsburg-Fowler County Sanitation District and Consolidated Irrigation District.
- Increased traffic volumes on CalTrans, County and City of Kingsburg routes that would be served by motorists going to and from Selma's planning area,

particularly facilities like Bethel and Academy Avenues, Mountain View Avenue and the State Route 99 freeway interchanges at Mountain View and Kamm/Bethel Avenues.

We look forward to receiving and reviewing the Draft Environmental Impact Report and appreciate your cooperation.

Sincerely,

A handwritten signature in cursive script, appearing to read "Terry Schmal".

Terry Schmal
Planning and Development Director



COPY

C I T Y O F S E L M A

F I R E D E P A R T M E N T

TO: Michael Gaston, Community Development Director

FROM: Jeffrey S. Kestly, Fire Chief

DATE: September 5, 2008

RE: General Plan Update – EIR

Existing System

The Selma Fire Department covers the entire city limits of Selma for fire protection, hazardous materials response, emergency medical services, including first response and transportation, and technical rescue. The department, as part of the Fresno County Emergency Medical Services System, also covers over 150 square miles of Fresno County for paramedic ambulance service. The department is projected to respond to over 4,700 calls for service in 2008 a 12% increase over 2007.

The department responds out of two fire stations, which due to growth, are no longer in the most suitable locations.

Station 53 is 3,410 square feet and is located at 1927 West Front Street. This station is staffed with a minimum of three personnel every day. Two personnel are assigned to one of the department's ambulances and the third person is assigned to either a fire pumper or the department's 75' ladder truck. It is not uncommon for one person to respond in a fire apparatus from this station. This station has three apparatus assigned to it; one emergency ambulance, one 1250 gpm pumper and one 75' ladder truck.

Station 54, located at 2857 A Street, is 3,327 square feet. Also located at this station is the 1,360 square foot administrative building. Three personnel are also assigned to this fire station. Two of the personnel are assigned to an ambulance and the other person is assigned to a fire engine. Again, it is not uncommon for this engine to respond with one firefighter. The on-duty supervisor works out of this fire station. Assigned to this fire station are one 1,500 gpm fire engine, one front-line ambulance and two backup ambulances. This fire station is in a location that is not suitable for future growth and could be moved once growth moves to the north and east.

Neither fire station is large enough to appropriately house the current staff, equipment or apparatus.

The Selma Fire Department currently is allocated 24 full-time firefighter positions (10 cross-trained as paramedics), one fire chief/fire marshal, one division fire chief/training officer, one fire inspector, one department secretary and 15 reserve firefighters.

The budget for the fire department is paid from general fund revenues and through the ambulance enterprise fund, which is revenue from billing ambulance patients. The ambulance enterprise fund pays for half of the current staff.

The department's response time goal within the city limits is to respond to all emergencies within 5 minutes, 90% of the time, from time of dispatch to arrival.

The industry standard for a normal fire response (weight of attack) to a residential structure fire is 12-15 firefighters, within eight minutes, with the first unit with four personnel arriving on scene within five minutes. Our current full on-duty strength is eight personnel if everyone is working and nobody is off. We normally average about 8-10 firefighters per structure fire, including our reserve firefighters. Due to our ambulance call volume it is highly likely that one or both ambulances could be on an ambulance call at the time of a structure fire.

This year the city entered into an automatic-aid agreement with Fresno County Fire Protection District. This agreement will send the closest fire engine from either Selma or Fresno County Fire Protection District to medical and fire calls in the county and in return Fresno County Fire Protection District will send two fire engines and one Battalion Chief to all structure fires in Selma.

The department's current ISO rating is a 5.

General Plan Build Out

The projected build out of the City of Selma through 2035 will have a significant impact on fire and emergency services of the city. The projected call volume, using a very conservative increase per year of 4%, could increase to over 14,000 calls per year.

The current industry standard for fire department staffing is anywhere between 1.00 to 1.5 firefighters per 1,000 population. We are currently at 1.02 firefighters per 1000.

The increase in population and land use will extend the capabilities of the fire department to its maximum and will probably lower the department's ISO rating which will effect home and business owners insurance. In order to keep up with the growth the fire department will have to maintain the staffing level at 1.00 firefighter per 1,000 population. That would put the fire department staffing level around 70 firefighters at build-out.

New fire stations or major remodels of current fire stations and their corresponding apparatus will have to be built in the following locations to maintain response times and weight of attack (NFPA 1710) at build-out.

- New fire station located in the north or northeast part of the city, north of Dinuba and east of McCall. This fire station should be able to staff a minimum of one fire engine with three personnel and two ambulances with two personnel each. This station should also be able to house utility apparatus such as the department's two trailers. The fire station should be a minimum of 7,000 square feet and on a minimum of two acres. The apparatus and staffing from the current station at 2857 A Street should be relocated to this station.
- New fire station in the west, near the current airport. This fire station should be able to staff a minimum of one ladder truck with three personnel and one ambulance with two personnel. Should also be big enough to house a reserve ladder truck and fire engine and up to eight personnel. This station should be a minimum of 7,000 square feet and on a minimum of two acres. If the airport grows and becomes a commercial airport, a crash/fire/rescue apparatus would also have to be located at this fire station. That could increase the staffing required at this station.
- New fire station in the south, near Fwy 99 and Mt View. This fire station should be able to staff a minimum of one fire engine with three personnel and one ambulance with two personnel. This station should be a minimum of 7,000 square feet and on a minimum of two acres.
- Remodel or relocate the current fire station at 1927 West Front Street. This station should be able to staff a minimum of one ladder truck with three personnel, one fire engine with three personnel, two ambulances with two personnel each and one battalion chief.

Overhead and supervisory staff would also have to be increased to manage the additional personnel and fire stations. It is recommended that one battalion chief is on duty 24/7 for chief officer supervision. There should also be at least two more division chiefs added to the current one division chief. The divisions should be broken up into the following areas: Emergency Medical Services, Training/Operations and Fire Prevention.

It is also recommended that the automatic-aid agreement with Fresno County Fire Protection District is maintained through the build-out period.



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ROBERT NIELSEN JR., CARUTHERS

September 4, 2008

Thomas Salzano
Water Resources Planning Supervisor
1720 North First Street
San Jose, CA 95112

SUBJECT: Selma District Urban Water Management Plan (UWMP)

Dear Mr. Salzano:

Thank you for giving Consolidated Irrigation District (CID) the opportunity to comment on your draft for the above subject. Cal Water's Selma District is located within the overall boundary of CID. As is indicated in the draft UWMP, CID voluntarily manages its groundwater through conjunctive use by its growers and intentional recharge in dedicated ponding basins. Our primary interest in this undertaking is to provide our growers with a reliable supply of good quality groundwater. An important secondary objective of the District is to work cooperatively with the incorporated cities and unincorporated communities within CID's overall boundary regarding groundwater issues. We are therefore very interested in the groundwater related policies and management practices of the urban water agencies within our overall boundary and we believe our input can greatly benefit urban planning.

In general we noted that the subject UWMP does not include any development of new water supplies. The plan documents significant growth scenarios that are anticipated for Selma in the next 25 years and then uses puzzling logic that groundwater supplies will simply equal future demands because groundwater is the only source of supply. We do not believe this is sound water management planning and it does not comply with the State legislature's intent for future urban areas to secure sustainable water supplies. The Kings groundwater basin has been identified by State and local agencies as being subject to critical conditions of overdraft, and the data in the UWMP indicates a downward trend of groundwater levels. Therefore, drilling additional wells to extract more water from the overdrafted aquifer cannot be considered a sustainable new water supply. Yet this is the only source of new water supplies identified in the UWMP. I would point out that there are opportunities to import new water supplies through cooperative efforts with CID and we have indicated our willingness to work with the City of Selma in that regard. The draft UWMP ignores the impact on the overdrafted groundwater basin from new and existing growth and is therefore incomplete.

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Following are more specific comments about the UWMP which are indexed by page number.

pp. 16 & 21

The population is projected to quadruple by 2030 (23,500 to 96,030), but the water supply is only projected to double (2,386 ac-ft to 4,529 ac-ft). There is no explanation how this will be possible.

The water supply figures in Table 3.1-1 do not coincide with the data in Appendix C.

Water supply options available to Selma such as transfers, exchanges, recycling, and desalination are noted in Table 3-1-1, but no options other than groundwater pumping are proposed for the next 25 years. This is not a sustainable water supply for the new areas of growth.

The final paragraph of p. 21 states that groundwater levels have remained relatively constant, but then goes on to specify that levels dropped 45 feet during the drought and only recovered 35 feet in subsequent wet years. This is a downward trend, not stability.

p. 22

It is noted that CID manages the groundwater overdraft and Cal Water pays a fee to the District for this. Although this statement is correct, it does not provide the context of the current relationship between CID and Selma. The fee that Cal Water currently pays CID is roughly equivalent to \$4.50 per acre-foot. This amount is insufficient to cover District expenses to address Selma's groundwater overdraft and it is significantly below market rates for municipal water supplies in California. For more than two years CID has raised this issue through correspondence with the City, CEQA review of new projects, and presentations to the Selma City Council, but thus far Selma has not acknowledged the inequity. We would recommend that the UWMP identify the need for Selma to work cooperatively with CID to resolve the issue so that Selma's groundwater supplies are sustainable.

p. 23

The plan indicates that wastewater is conveyed to the "Selma Wastewater and Disposal Facilities". The only facility we are aware of, which serves the Selma area, is the Selma-Kingsburg-Fowler County Sanitation District's (SKF's) waste water treatment plant located west of Kingsburg.

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Wastewater from Selma is exported to this plant several miles down gradient from Selma's service area and therefore cannot be counted as a benefit to groundwater in the Selma District.

p. 25

It is stated that there are no water transfer or exchange opportunities available for Selma. CID has strongly urged Selma to participate in expanding groundwater supplies by increasing the recharge capacity up gradient of Selma to capture additional flood water from the Kings River, or purchasing additional surface supplies that could be conveyed through CID's system, but Selma has declined to participate in these programs.

p. 26

The plan discusses how contaminated groundwater has required closure of some production wells and could threaten future closure of wells still in service. Yet there is no discussion of a contingency plan for this other than to drill more wells and promote conservation.

p. 27

Selma's future well production is estimated to be as high as 33,827 acre-feet per year, but Table 3.1-1 (p. 21) only projects a water supply of 4,529 acre-feet per year for 2030. There is no explanation of the deficit between supplies and well production.

Drilling of additional wells is the only project identified for meeting future water supply needs when it is really not a supply project at all. New wells are essentially just additional conduits from the existing overdrafted water supply to the end users. New water mains and service connections will also increase the City's capacity to deliver water, but they are not considered water supply projects.

p. 29

It is stated that a safe yield for the groundwater basin has not been identified and therefore Selma can pump whatever they need. However, on page 22 it is stated that the basin is overdrafted, so the safe yield is obviously less than what is being extracted. Assuming that the lack of an exact safe yield value is justification to continue and actually increase the overdraft defies logic.

p. 32

The plan incorrectly assumes that Selma is not experiencing a supply shortage because CID is managing the groundwater basin. CID is providing the maximum recharge that is possible with its current facilities and financial resources, but there is still overdraft. Therefore, Selma *is* experiencing a water supply shortage and its water management plan should address it.

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The plan assumes the baseline for determining a shortage is the average pumping over the past 10 years. If there was net overdraft over the past 10 years, then the pumping that occurred cannot be considered the baseline.

p. 34

It is stated that service growth in Selma is occurring at a constant rapid rate of 2.49% (5 year average), but p. 16 says service growth has diminished in recent years to a 0.85% average.

p. 48

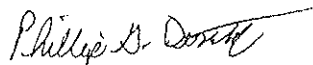
The plan proposes that 10 new wells at a total pumping capacity of 10,000 gpm be installed by 2010. At maximum duty, this would give the City the ability to pump 16,000 additional acre-feet per year and a total of 30,000 acre-feet per year. We acknowledge the unlikelihood that the wells will operate at maximum duty, but the plan should include sustainable new supplies in proportion to the increased pumping capacity.

p. 55

The plan states that since the single source of water supply is groundwater, supply will simply equal demand. This statement again defies logic by incorrectly assuming that there is an endless supply of groundwater available to Selma, or that CID's recharge program will magically provide whatever demand Selma places on the groundwater aquifer.

In summary, the draft UWMP provides no real planning for future water supplies other than to drill more wells. The plan mentions that groundwater overdraft is occurring, but does not provide a single provision for reversing the overdraft or even mitigating the additional groundwater impacts from planned growth. We do not recommend that the plan be adopted by Selma until these issues have been adequately addressed.

Very truly yours,



Phillip Desatoff
General Manager

PD: mm



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ROBERT NIELSEN JR., CARUTHERS

September 24, 2008

Michael Gaston, Director
City of Selma
Community Development Department
1710 Tucker Street
Selma, CA 93662

SUBJECT: Notice of Preparation for City of Selma General Plan Update 2035

Dear Mr. Gaston:

Thank you for notifying the District with respect to the above project so that we may have input into the development process at an early stage. Consolidated Irrigation District (CID) has reviewed the Notice of Preparation of an Environmental Impact Report (EIR) for the 2035 General Plan Update and anticipates that the project will have substantial impacts on the District, its facilities, and the water resources that the District is entrusted to manage. As an affected agency, Consolidated Irrigation District (CID) offers the following comments:

The City of Selma's Plan Update proposes an expansion of the original SOI boundaries while seeking to revise policies, standards and zoning both within the existing boundaries and proposed expanded planning boundaries. In updating the plan an additional 3,182 acres in development above the existing community planning area is being proposed; to include the expansion of additional mix of residential, commercial and industrial uses, parks, open space and public facilities.

Impacts to Agriculture

The NOP identifies 6,478 acres surrounding the City of Selma as being proposed for conversion as either Prime Farmland Unique Farmland or Farmland of Statewide Importance. Those properties should be identified by significance and mitigation for impacts to those lands clearly outlined in the Draft Environmental Report (DEIR).



Likewise, the same should be outlined for Williamson Act lands and impacts to those lands. Also, an "Agricultural Reserve" land use identity should be considered when agriculture mitigation properties are established.

The residential land use section of the NOP identifies residential densities between 0.5 to 4.0 units per gross acre. These densities neglect the objectives of CEQA and do not serve to preserve agricultural lands and resources. In permitting these types of development, resources are stretched and increased pollution and traffic are encouraged on the periphery of urban areas where farming is expected to take place. A More conservative land use with higher density is more in line with CEQA guidelines.

Impacts to Agriculture Land Conversion

CID has determined through the preparation of an Urban Impacts Study and a Groundwater Impacts Analysis that conversion of the land from agriculture irrigated with imported surface water to commercial and residential urban use has an impact on CID.

As indicated in the District's Urban Impacts Study and Groundwater Analysis (White Paper), the change in water service increases the average annual net consumption of groundwater by approximately 1.65 acre-feet per acre. This increase in net consumption compounds the existing groundwater overdraft in the District. Mitigation for those impacts must include a sustainable new water supply for future growth to 2035.

SB610 Report:

Conservation measures and drilling additional wells is no longer adequate in securing a sustainable water supply. California Water code requires the land use lead agencies to identify the public water system that may supply water for a proposed project and provide a Water Supply Assessment (WSA) for the project. Senate Bill (SB) 610 amended state law, to further correlate the need for information on water supply availability and land use decisions made by cities and counties. The District recommends a thorough WSA be part of the Environmental review for this General Plan Update.

The District also recommends coordination between those producing the WSA and the water provider for Selma in generating this report. The District recently provided comments for the Selma District (UWMP) 2006, as requested by CalWater. Since the UWMP was prepared, several new and compelling reports have been produced that outline current conditions of the Kings Basin and specific conditions of the regional area surrounding Selma. These documents should be considered when providing an adequate view of the existing water conditions and Selma's mitigation plan to address impacts for future growth while securing a new and sustainable water supply.

Further, The Draft EIR analysis of water supplies and groundwater consumption should not be limited to existing Selma City limits but should include impacts relative to the total overdraft in the region. It should also consider the cumulative impacts of those

developments that have recently been approved, not yet built, as well as those future projects in Selma's SOI and planning area and the levels of mitigation at build out.

The SB610 report and the DEIR should consider incorporating the findings of the WRIMES Groundwater Impact Analysis, a copy of which is attached.

CID would also request the opportunity to review and comment on the SB610 Report.

Stormwater

Storm water is of great concern to CID. The change in land use results in an increase of impervious surfaces and subsequent storm water drainage. All discharge of urban storm water into CID's system of canals and recharge ponds impacts District operations and maintenance. As a result, District policy now dictates no new or additional urban runoff is to be discharged into District facilities.

Selma's comprehensive Storm Water Management Plan outlines ponding and facilities for the City's storm runoff which either currently depends upon or proposes use of District facilities. Rockwell Pond, Walnut Pond, Benight Pond and the Selma Branch Ditch are all owned and operated by Consolidated Irrigation District. A large majority of Selma's existing community development is reliant upon District facilities for storage of stormwater run-off. With more stringent Federal and State regulations for NPDES programs and permits controlling stormwater discharge, Selma's discharge puts the District in a volatile position when spilling its stormwater into District open earthed facilities. Waste water management and water quality concerns are raised as oils and chemicals are spilled through storm run-off without filter or catch basins. There are on going impacts to the District currently. It is not enough to require new development to follow regulations addressing stormwater. Policies need to be included to address current inadequacies and mitigation to address those impacts as a result.

Facilities and Safety

Throughout the city area and expanded plan area there are numerous CID facilities; among them Class "A" Canals, "B" lateral lines, and farmer lines. Some of these facilities are open and obvious and others are not. There are operating underground pipelines that exist in neighborhoods, elementary school yards and through the City of Selma. Not all of these facilities are owned by CID but as the water provider, the District is obligated to bring them to the attention of land use agency. Should a facility line be removed or eliminated before it is identified this could potentially deny water rights to a user down stream. These comments are intended to merely raise the awareness of the many facilities that exist throughout the plan area, identifying them will need to be addressed on a project level.

The change from rural agricultural land use to an urban environment restricts CID's access to its facilities, increases vandalism and trash in CID's facilities, and reduces the

efficiency of the District's operation and maintenance activities and ability to recharge the groundwater table. In this light, the District is in opposition to the policy which would identify a CID owned facility as "community open space." Further, it should be noted that the District owns and maintains Rockwell Pond and all groundwater recharge and or management of resources is as a result of District operations. As a water purveyor, the District would like to review the measures of mitigation the City would endeavor to offset activities of groundwater overdraft as noted in the Natural Resources section of Chapter five, Open Space, Conservation and Recreation Element.

Lastly, as the urbanization of farmland brings a greater population in closer proximity to existing District facilities which raises concerns of public safety and the ability for the District to operate efficiently. Policies addressing public safety and irrigation facilities should be considered and included as part of the General Plan.

Hydrology and Water Quality

For the past several years the CID has worked to bring the condition of the Kings Basin's overdraft to the forefront. The District has monitored the increasing declines to the groundwater table using a CID maintained system of approximately 85 groundwater monitoring wells located through out the District's boundaries.

The water levels in these wells have been measured and recorded by District staff multiple times per year since 1923. When the average depth to groundwater in the monitoring wells is plotted over the period of record, there is a definite downward trend, indicating that groundwater overdraft is occurring. The District is located within the Kings sub-basin, and the California Department of Water Resources has published bulletins which list the Kings sub-basin as being subject to critical conditions of overdraft. Also, a Groundwater Impacts Analysis prepared by WRIME for CID and the Integrated Regional Water Management Plan prepared by WRIME for the Upper Kings River Water Forum each indicate there is groundwater overdraft in CID and that the rate of overdraft will continue to increase with future urban growth and development. All of the above mentioned documents are included in these comments as support to these comments and the conditions concerning the Kings Basin overdraft.

Local cities within the District have detected higher levels of contaminants in their drinking water. In some cases, these levels have been cause for wells to be shut down. Cities experiencing these conditions have sought District assistance by use of our facilities to flush their systems hoping to dispose of these contaminants. These instances have increased in frequency over time. The District recommends the correlation between the regional overdraft condition and water quality concerns be closely evaluated and mitigated, as indicated in the NOP.

For the past year With LAFCo's lead, CID has been in negotiations with the cities in its boundaries to address these concerns. The focuses of these negotiations are to deal with the overdraft and impacts to the groundwater, address impacts to District facilities and

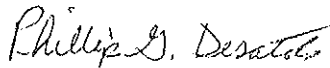
NOP Selma General Plan Update
CID Comments
September 24, 2008

any safety concerns as a result of urbanization near those facilities. The DEIR should reflect these proceedings when addressing impacts to groundwater. The results of these negotiations are forthcoming and will provide a resolution to the challenges Selma faces in demonstrating a sustainable water source for future growth. Further, these results will produce an agreement to replace all expired cooperative agreements between the City of Selma and CID.

It is the District's position that all of the enclosed information be considered when preparing the Water Assessment and Environmental Report for the General Plan Update. The District would further recommend that all comments and provided information be considered when determining whether mitigations are necessary and available.

Please continue to notify CID regarding the development of this DEIR. The District appreciates the opportunity to provide input. Should you have any questions concerning CID's comments please contact our offices.

Very truly yours,



Phillip Desatoff
General Manager

Enclosures: Consolidated Irrigation District Urban Impacts White Paper -- Nov. 07
WRIME -- Groundwater Impact Analysis
Upper Kings Basin Integrated Regional Water Management Plan

PD/ss



Selma
9/18/08
County of Fresno

Department of Public Health
Edward L. Moreno, M.D., M.P.H., Director-Health Officer

September 18, 2008

999999999
LU0014911
PE 2600

Michael Gatson, Community Development Director
City of Selma Community Development Department
1700 Tucker Street
Selma, CA 93662

Dear Mr. Gatson:

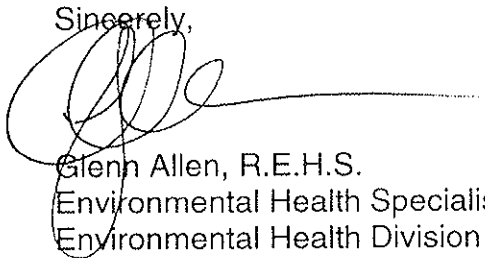
SUBJECT: City of Selma General Plan Update, Initial Study and Notice of Preparation of an EIR.

LOCATION: 31 Square Miles Comprising the City of Selma

Thank you for the opportunity to review the above noted documents. The Fresno County Department of Public Health, Environmental Health Division has no comments at this time but requests that a copy of the final Environmental Impact Report be provided to this department upon circulation.

If I can be of further assistance, please contact me at (559) 445-3357.

Sincerely,



Glenn Allen, R.E.H.S.
Environmental Health Specialist III
Environmental Health Division

ga

cc: Briza Sholars, Development Services Division

Selma NOP-EIR General Plan Update



County of Fresno

Department of Public Works and Planning
Alan Weaver
Director

September 26, 2008

Michael Gaston
City of Selma
1710 Tucker Street
Selma, CA 93662

Dear Mr. Gaston:

SUBJECT: City of Selma General Plan Update, Initial Study and Notice of Preparation of an Environmental Impact Report

The County of Fresno appreciates the opportunity to review and comment on the City of Selma's Initial Study (IS) and Notice of Preparation of an Environmental Impact Report (EIR). Based on the County's review of the project, the following comments are offered for your consideration:

County-wide Services:

The City's General Plan will have a direct fiscal impact on the County. The growth to be accommodated in the Plan will result in an additional population of approximately 46,000 persons by the year 2035. This population will result in an increased service population for health services, social services, the justice system, and other county-wide services provided by Fresno County.

The increased population will also impact and necessitate expansion of the County transportation system, recreational facilities, library system, and other County facilities to accommodate the increased growth. While the County has recently adopted a county-wide impact fee addressing the need for new county-wide facilities and infrastructure, these fees combined with other revenues shared by the City will not offset all service delivery costs.

As a result, any request for expansion of the City's Sphere of Influence will require the existing Master Tax Sharing Agreement to be renegotiated in order to address the need for increased services as a result of City growth.

Notice of Preparation (NOP):

The NOP identifies 6,478 acres of agricultural land that will be converted to non-agricultural uses. The EIR needs to address and mitigate any conversion of agricultural lands to urban uses as well as impacts associated with cancellation of the Williamson Act Contracts. The County suggests that rather than identifying significant unavoidable impacts related to the conversion of agricultural lands leading to the adoption of a Statement of Overriding

DEVELOPMENT SERVICES DIVISION

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Consideration, as often is the case, its is recommended that the City consider feasible Mitigation Measures to compensate for the loss of agriculture land including the Mitigation Measures that require development to either acquire and dedicate land at a one-to-one ratio for long-term agricultural preservation or pay in-lieu fees to accomplish the same.

Chapter Three - Environmental Checklist:

2. Agricultural Resources

Response 2b: This response needs to be corrected to clarify that the filing of a Notice of Non-Renewal on a parcel that is restricted under a Williamson Act Contract does not constitute availability of the parcel for development. When a Non-Renewal Notice is filed and the Notice is recorded prior to October 1st, effective January 1st, the property would still be subject to the same restrictions for an additional nine years until the Contract expires.

7. Hazards and Hazardous Materials

Response 7e: The two airports identified in the IS are privately owned, but are used by the public. Therefore, documents related to the General Plan Update including the EIR will need to be referred to the Airport Land Use Commission (ALUC) for review and a determination of consistency with the Fresno County Airport Land Use Policy Plan.

Response 11e: This response states that there are no public airports in the City of Selma. As noted above, these airports are privately owned but are used by the public. Therefore, potential impacts associated with operation of the airport and its impact on surrounding land uses should be discussed in the EIR.

Appendix A – Draft General Plan Policies and Statement:

Policies 1.9 and 1.100, conflict with each other. Policy 1.9 states that leapfrog development within a distance of a ¼-mile away from existing urban uses will be discouraged while Policy 1.100 states that the distance will be ½-mile from existing urban development.

Goal 10 in the Land Use Element addresses commercial development adjacent to Highway 99 and that the commercial developments will be visually pleasing to travelers on Highway 99. County staff would like to suggest that Goal 10 reference the provisions included in the Highway 99 Beautification Ordinance adopted by the City of Selma.

In addition, County staff is concerned and does support many of the proposed land use designations identified on the 31 square miles of land to be included in the City of Selma's Sphere of Influence. While staff is sensitive to the future needs for housing, the City is encouraged to accommodate anticipated housing demands through higher densities and infill development. As an example, the proposed 7,738 acres of Extremely Low Residential land use designation would provide for only 0.0 to 5.0 units per acre. This is an extremely inefficient use of land, most of which is designated Prime Farmland on the Farmland Mapping and Monitoring Program of the State Department of Conservation, and is counter to the on-going regional Model Farmland Conservation Program efforts currently being coordinated through the Council of Fresno County Governments (COG).

City of Selma
September 26, 2008
Page 3

Miscellaneous:

Appendix A – General Plan Policies and Statement – The chapter headings listed in the table of context do not correlate to the discussion in each chapter.

We appreciate the opportunity to comment on the project. If you have any questions you may email me at bsholars@co.fresno.ca.us or call me at (559) 262-4454.

Sincerely,

A handwritten signature in black ink, appearing to read 'Briza Sholars', followed by a horizontal line.

Briza Sholars, Planner
Development Services Division

c: Theresa Acosta-Mena, Senior Planner, Environmental Analysis Unit
Mohammad Khorsand, Senior Planner, Policy Planning
Bernard Jimenez, Division Manager, Development Services



DEPARTMENT OF CONSERVATION

DIVISION OF LAND RESOURCE PROTECTION

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEBSITE conservation.ca.gov

COPY

September 19, 2008

Mr. Michael Gaston, Director
City of Selma Community Development
1710 Tucker Street
Selma, CA 93662

Dear Mr. Gaston:

Subject: Notice of Preparation City of Selma General Plan Update 2035
Environmental Impact Report

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Notice of Preparation (NOP) and Draft General Plan Policies Statement for the referenced project. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs.

The project proposes to update the City of Selma General Plan to 2035 and planned land use changes on 11,118 acres. Surrounding land uses are largely agricultural and rural residential. The project planning area encompasses lands south of South Avenue, north of Caruthers and one half mile west of Temperance and east of Academy in Fresno County.

The NOP states that the proposed project could result in potentially significant impacts to agricultural land. The project could result in the conversion of approximately 6,478 acres of prime agricultural land and 3,036 acres of Williamson Act contracted land. We offer the following comments and recommendations with respect to the project's impacts on agricultural land and resources.

Agricultural Setting of the Project

The Draft Environmental Impact Report (DEIR) should describe the project setting in terms of the actual and potential agricultural productivity of the land. The Division's Important Farmland Map for Fresno County should be utilized to identify land within the project site and surrounding land that may be impacted. Acreages for each land use designation should be identified. Likewise, the County's Williamson Act Map should be utilized to identify potentially impacted contracted land, Farmland Security Zone (FSZ) and agricultural preserve land by acreage and whether it is prime or nonprime agricultural land according to definition in Government Code (GC) §51201(c). Maps of the Important Farmland and Williamson Act land should be included in the DEIR.

Project Impacts on Agricultural Land

The Department recommends that the following be included in the DEIR in the analysis of project impacts:

- A description of type, amount, and location of farmland lost to project implementation.
- A discussion of conflicts with Williamson Act contracts, including terminations in order to accommodate the project. The DEIR should also discuss the impacts that conflicts or termination would have on nearby properties under contract; i.e., growth-inducing impacts from the perspective that the removal of contract protection removes a barrier to development and results in an incentive to shift to a more intensive land use such as urban development.
- Indirect impacts on current and future agricultural operations; e.g., land-use conflicts, increases in land values and taxes, vandalism, population, traffic, water availability, etc.
- Growth-inducing impacts.

Williamson Act Lands

The Department recommends that the following information be included in the DEIR regarding Williamson Act land impacted by the project.

- If cancellation is proposed, notification must be submitted to the Department when the City accepts the application as complete (GC §51284.1). The council must consider the Department's comments prior to approving a tentative cancellation. Required findings must be made by the council in order to approve tentative cancellation. Cancellation involving FSZ contracts include additional requirements. We recommend that the environmental document include discussion of how cancellations involved in this project would meet required findings. However, notification must be submitted separately from the California Environmental Quality Act (CEQA) process and CEQA documentation. (The notice should be mailed to Bridget Luther, Director, Department of Conservation, c/o Division of Land Resource Protection, 801 K Street MS 18-01, Sacramento, CA 95814-3528.)
- Pursuant to GC §51243, if a city annexes land under Williamson Act contract, the city must succeed to all rights, duties and powers of the county under the contract unless conditions in GC §51243.5 apply to give the city the option to not succeed to the contract. A Local Agency Formation Commission (LAFCO) must notify the Department within 10 days of a city's proposal to annex land under contract (GC §56753.5). A LAFCO must not approve annexation of contracted land to a city unless specified conditions apply (GC §§51296.3, 56749 and 56856.5).
- Termination of a Williamson Act/FSZ contract by acquisition can only be accomplished by a public agency, having the power of eminent domain, for a public improvement. The Department must be notified in advance of any proposed public acquisition (GC §51290 - 51292), and specific findings must be made. The

property must be acquired in accordance with eminent domain law by eminent domain or in lieu of eminent domain in order to void the contract (GC §51295). The public agency must consider the Department's comments prior to taking action on the acquisition. School districts are precluded from acquiring land under FSZ contract. We recommend discussion in the DEIR of whether such action is envisioned by this project and how the acquisition will meet the required findings. However, notification must be submitted separately from the CEQA process and CEQA documentation to the address noted above.

- If any part of the site is to continue under contract, or remain within an agricultural preserve, after project completion, the DEIR should discuss the proposed uses for those lands. Uses of contracted and preserve land must meet compatibility standards identified in GC §51238 - 51238.3, 51296.7. Otherwise, contract termination (see above) must occur prior to the initiation of the land use, or the preserve must be disestablished.
- An agricultural preserve is a zone authorized by the Williamson Act, and established by the local government, to designate land qualified to be placed under contract. Preserves are also intended to create a setting for contract-protected lands that is conducive to continuing agricultural use. Therefore, the uses of agricultural preserve land must be restricted by zoning or other means so as not to be incompatible with the agricultural use of contracted land within the preserve (GC §51230). The DEIR should also discuss any proposed general plan designation or zoning within agricultural preserves affected by the project.

Mitigation Measures

The Department commends the City's Draft Goal 1 to protect agricultural lands within the Planning area and the City's Draft Policy 5.12 to work with regional partners/organizations to develop an agricultural land conservancy program. An option the City may want to consider is implementation of a farmland mitigation ordinance similar to the City of Davis. The ordinance requires developers to protect an amount of farmland comparable to that which is converted to non-agricultural use, either by purchasing an agricultural conservation easement or paying an in-lieu fee used by the Yolo Land Trust to purchase the easement.

The Department encourages the use of agricultural conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land. If a Williamson Act contract is terminated, or if growth inducing or cumulative agricultural impacts are involved, we recommend that this ratio be increased. We highlight this measure because of its acceptance and use by lead agencies as mitigation under CEQA. It follows a rationale similar to that of wildlife habitat mitigation. The loss of agricultural land represents a permanent reduction in the State's agricultural land resources. Agricultural conservation easements will protect a portion of those remaining resources and lessen project impacts in accordance with CEQA Guideline §15370.

Mitigation using agricultural conservation easements can be implemented by at least two alternative approaches: the outright purchase of easements or the donation of mitigation fees to a local, regional or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements. The conversion of agricultural land should be deemed an impact of at least regional significance, and the search for replacement lands conducted regionally or statewide, and not limited strictly to lands within the project's surrounding area.

Another form of mitigation could involve directing a mitigation fee to invest in supporting the commercial viability of the remaining agricultural land in the project area, County or region through a mitigation bank that invests in agricultural infrastructure, water supplies, marketing, etc.

Information about agricultural conservation easements, the Williamson Act and provisions noted above is available on the Department's website or by contacting the Division at the address and phone number listed below. The Department's website address is:

<http://www.conservation.ca.gov/dlrp/index.htm>

Thank you for the opportunity to comment on the NOP. If you have questions on our comments, or require technical assistance or information on agricultural land conservation, please contact Adele Lagomarsino at 801 K Street, MS 18-01, Sacramento, California 95814; or, phone (916) 445-9411.

Sincerely,


Brian Leahy
Assistant Director 

DEPARTMENT OF TRANSPORTATION

1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
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2131-IGR/CEQA
6-FRE-GEN
NOP/IS
CITY OF SELMA GPU 2035
SCH 2008081082

Mr. Michael Gaston
City of Selma
1710 Tucker Street
Selma, CA 93662

Dear Mr. Gaston:

We have completed our review of the Notice of Preparation (NOP) for the City of Selma's General Plan Update 2035 draft Environmental Impact Report (EIR). Caltrans has the following comments:

Policy 2.14 indicates that meandering sidewalks shall be encouraged along collectors and arterials. However, please note that Caltrans prefers straight sidewalks along State Route (SR) 43.

Standard "a" under *Major Arterial Street Standards* provides guidance regarding the placement and spacing of driveways along arterials. Proposed driveways along SR 43 require an encroachment permit from Caltrans. Therefore, the location and spacing of driveways along SR 43 will be based on the prevailing speed and the size and nature of the proposed development.

Caltrans concurs with Standard "c" under *Major Arterial Street Standards* with regard to SR 43 in that...*driveways should be located on adjacent arterial or collector streets rather than on major arterial streets.*

Caltrans concurs with Standard "e" under *Major Arterial Street Standards* with regard to SR 43 in that...*driveway consolidation shall be encouraged through joint access agreements along arterials where standards "a" through "d" are exceeded.*

Caltrans concurs with Standard "f" under *Major Arterial Street Standards* with regard to SR 43. Additionally, major intersections that could be subject to future signalization should be set at ½ mile spacing.

Policy 2.32 should be modified to be more consistent with Section 2.4 Objective A. It is indicated under Section 2.4 Objective A that where other jurisdictions control and manage roadways, their respective level of service standards shall prevail on applicable segments.

Caltrans concurs with Policy 2.34 with regard to SR 43 in that...*right-of-way essential to the circulation system should be dedicated and/or developed to the appropriate extent and width when a division of property or development occurs.*

Caltrans concurs with Policy 2.36 with regards to SR 43 and SR 99 in that...*developers shall mitigate traffic impacts associated with their projects to minimize the impacts to highways, major arterials, arterials, and collector streets.* Furthermore, it should be noted that the City of Selma has worked cooperatively with Caltrans in efforts to determine appropriate mitigation toward State facilities from local development. Caltrans looks forward to continuing this working relationship with the City.

Caltrans concurs with Policy 2.39 with regard to SR 43 in that...*the City shall promote an active policy of consolidating driveways, access points and curb cuts along existing developed major arterials, or arterials when development or change in intensity of development or land use occurs or when traffic operation or safety warrants.*

Caltrans concurs with Policy 2.42 with regard to SR 43 on master planning points of ingress and egress with limited points onto major streets.

Policy 2.43 does not apply to SR 43. As previously indicated for *Major Arterial Street Standard "f"* Caltrans desires that signalized intersections along SR 43 should be spaced at ½ mile intervals.

Policy 2.50 provides guidance regarding landscaping. The Caltrans Office of Landscape Architecture will be responsible for reviewing landscaping along SR 43. A landscape agreement may be required for the maintenance of landscaping along SR 43.


On Figure 2-4, it should be noted that the entire segment of SR 43 southward from SR 99 is designated as an STAA truck route.

The document indicates that a future conditions traffic analysis will be conducted for the General Plan and draft EIR. Caltrans requests to be involved in that process as early as possible. Once a traffic consultant has been selected, it would be beneficial to all parties to have the consultant provide Caltrans with a scope of work prior to conducting the analysis.

Mr. Mike Gaston
September 24, 2008
Page 3

Please send a response to our comments prior to staff's recommendations to the Planning Commission and the City Council. If you have any questions, please call me at (559) 445-5868.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Navarro', with a stylized, looping flourish at the end.

MICHAEL NAVARRO
Office of Transportation Planning
District 06

DIRK POESCHEL

Land Development Services, Inc.

923 Van Ness Avenue, Suite 200 • Fresno, California 93721

559/445-0374 • FAX: 559/445-0551 • email: dpoeschel@dplds.com

*Submitted!
9/5/2008*

September 3, 2008

Via e-mail: michaelg@cityofselma.com

Mr. Michael Gaston,
Director of Community Development
City of Selma
1710 Tucker Street
Selma, CA 93662

SUBJECT: City of Selma Proposed General Plan Update and Sphere Of Influence (SOI) Expansion

Dear Mr. Gaston:

As you may know, my client, Vie-Del Company, has operated its Plant No. 2, located 13363 S. Indianola Ave. for over 30 years. Since that time we have seen the City of Selma grow from a small city to the vibrant community it is today. This property is located on the south side of E. Mt. View Ave. immediately south of the proposed City of Selma growth area.

We now understand that the City of Selma is beginning work on its 2035 General Plan, SOI expansion and EIR. All of these documents will be used to plan the future growth of Selma. I applaud Selma's efforts to prepare a comprehensive plan but request that consideration be given to those established uses which outside City of Selma's SOI area that may be impacted by the activities that take place within the city.


With that in mind, we would request that the City of Selma General Plan Update, SOI Expansion and related EIR address the following issues:

1. Potential conflicts between existing industrial type uses and future retail and residential uses.
2. Maintaining adequate circulation and access to all properties.
3. Protection of existing agricultural and agricultural processing facilities both inside and outside the City of Selma's control.

Mr. Michael Gaston
September 3, 2008
Page 2

I feel Vie Del Company has a been good neighbor for 30 years and look forward to a continued long and positive relationship with the City of Selma. Hopefully, the General Plan Update will provide a framework for our mutual success.

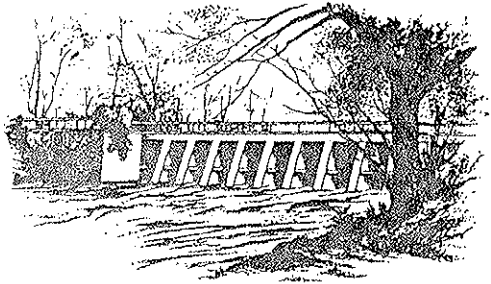
Sincerely,

A handwritten signature in cursive script, reading "Dirk Poeschel". The signature is written in dark ink and includes a stylized flourish at the end.

Dirk Poeschel, AICP

c: Mrs. Diane Nury
Honorable Dennis Lujan, Mayor Pro Tem
Mr. D-B Heusser, City Manager

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*Scanned
8/28/2008*

August 26, 2008

Mr. Michael Gaston
Community Development Director
1710 Tucker Street
Selma, CA 93662

RE: Selma General Plan Update 2035 Environmental Impact Report

Dear Mr. Gaston:

The Fresno Irrigation District (FID) has reviewed the Updated EIR located within the City of Selma which has no impact on any of FID's facilities. FID does not object to the proposed General Plan with the following comments:

1. FID does not own, operate or maintain any facilities located on the applicant's property.
2. FID expects no adverse impacts from the approval of the subject proposal.

Thank you for submitting this for our review. Please feel free to contact me with any questions or concerns at 233-7161 extension 321 or sbloem@fresnoirrigation.com.

Sincerely,

Steve Bloem
Engineering Technician

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GOVERNOR'S OFFICE OF EMERGENCY SERVICES
DISASTER ASSISTANCE PROGRAMS BRANCH
3650 SCHRIEVER AVENUE
MATHER, CALIFORNIA 95655
PHONE: (916) 845-8101 FAX: (916) 845-8381



COPY

September 3, 2008

Michael Gaston
City of Selma
1710 Tucker Street
Selma, CA 93662

RE: Notice of Preparation for a Draft Environmental Impact Report for the City of Selma
General Plan Update, SCH# 2008081082

Dear Mr. Gaston:

Thank you for the opportunity to comment on your Notice of Preparation for a Draft Environmental Impact Report (DEIR) for the city's general plan update. In preparing the general plan and accompanying DEIR, the city should examine the sections of state planning law that involve potential hazards the city may face. For your information, I have underlined specific sections of state planning law where identification and analysis of hazards are discussed (see Attachment A).

Prior to the release of the draft general plan or within the DEIR, city staff or your consultants should examine each of the requirements in state planning law and determine if there are hazard issues within the community which the general plan should address. A table in the DEIR (or general plan) which identifies these specific issues and where they are addressed in the general plan would be helpful in demonstrating the city has complied with these requirements. If the DEIR determines that state planning law requirements have not been met, it should recommend that these issues be addressed in the general plan as a mitigation measure.

We note that state planning law includes a requirement for consultations with state agencies in regard to information related to hazards. OES would be happy to share all available information at our disposal to facilitate the city's ability to comply with state planning and environmental laws.

If you have any questions about these comments, please contact Andrew Rush at (916) 845-8269 or andrew.rush@OES.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Dennis Castrillo".

Dennis Castrillo
Environmental Officer

Attachment A Hazards and State Planning Law Requirements

General Plan Consistency

65300.5. In construing the provisions of this article, the Legislature intends that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.

Seven Mandated Elements

65302. The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. The plan shall include the following elements:

(a) 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 location and designation of the extent of the uses of the land for public and private uses shall consider the identification of land and natural resources pursuant to paragraph (3) of subdivision (d). 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 and annually review those areas covered by the plan that are subject to flooding identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the Department of Water Resources. The land use element shall also do both of the following:

(1) Designate in a land use category that provides for timber production those parcels of real property zoned for timberland production pursuant to the California Timberland Productivity Act of 1982, Chapter 6.7 (commencing with Section 51100) of Part 1 of Division 1 of Title 5.

(2) Consider the impact of new growth on military readiness activities carried out on military bases, installations, and operating and training areas, when proposing zoning ordinances or designating land uses covered by the general plan for land, or other territory adjacent to military facilities, or underlying designated military aviation routes and airspace.

(A) In determining the impact of new growth on military readiness activities, information provided by military facilities shall be considered. Cities and counties shall address military impacts based on information from the military and other sources.

(B) The following definitions govern this paragraph:

(i) "Military readiness activities" mean all of the following:

(I) Training, support, and operations that prepare the men and women of the military for combat.

(II) Operation, maintenance, and security of any military installation.

(III) Testing of military equipment, vehicles, weapons, and sensors for proper operation or suitability for combat use.

(ii) "Military installation" means a base, camp, post, station, yard, center, homeport facility for any ship, or other activity under the jurisdiction of the United States Department of Defense as defined in paragraph (1) of subsection (e) of Section 2687 of Title 10 of the United States Code.

(b) 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.

(c) A housing element as provided in Article 10.6 (commencing with Section 65580).

(d) (1) 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, including flood management, water conservation, or groundwater agencies that have developed, served, controlled, managed, or conserved water of any type for any purpose in 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.

(2) The conservation element may also cover all of the following:

(A) The reclamation of land and waters.

(B) Prevention and control of the pollution of streams and other waters.

(C) Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.

(D) Prevention, control, and correction of the erosion of soils, beaches, and shores.

(E) Protection of watersheds.

(F) The location, quantity and quality of the rock, sand and gravel resources.

(3) Upon the next revision of the housing element on or after January 1, 2009, the conservation element shall identify rivers, creeks, streams, flood corridors, riparian habitats, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management.

(e) An open-space element as provided in Article 10.5 (commencing with Section 65560).

(f) (1) 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 Care 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:

(A) Highways and freeways.

(B) Primary arterials and major local streets.

(C) Passenger and freight on-line railroad operations and ground rapid transit systems.

(D) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.

(E) Local industrial plants, including, but not limited to, railroad classification yards.

(F) Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.

(2) 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.

(3) 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.

(4) 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.

(g) (1) 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 Division 2 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, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

(2) The safety element, upon the next revision of the housing element on or after January 1, 2009, shall also do the following:

(A) Identify information regarding flood hazards, including, but not limited to, the following:

(i) Flood hazard zones. As used in this subdivision, "flood hazard zone" means an area subject to flooding that is delineated as either a special hazard area or an area of moderate or minimal hazard on an official flood insurance rate map issued by the Federal Emergency Management Agency. The identification of a flood hazard zone does not imply that areas outside the flood hazard zones or uses permitted within flood hazard zones will be free from flooding or flood damage.

(ii) National Flood Insurance Program maps published by FEMA.

(iii) Information about flood hazards that is available from the United States Army Corps of Engineers.

(iv) Designated floodway maps that are available from the Central Valley Flood Protection Board.

(v) Dam failure inundation maps prepared pursuant to Section 8589.5 that are available from the Office of Emergency Services.

(vi) Awareness Floodplain Mapping Program maps and 200-year flood plain maps that are or may be available from, or accepted by, the Department of Water Resources.

(vii) Maps of levee protection zones.

(viii) Areas subject to inundation in the event of the failure of project or nonproject levees or floodwalls.

(ix) Historical data on flooding, including locally prepared maps of areas that are subject to flooding, areas that are vulnerable to flooding after wildfires, and sites that have been repeatedly damaged by flooding.

(x) Existing and planned development in flood hazard zones, including structures, roads, utilities, and essential public facilities.

(xi) Local, state, and federal agencies with responsibility for flood protection, including special districts and local offices of emergency services.

(B) Establish a set of comprehensive goals, policies, and objectives based on the information identified pursuant to subparagraph (A), for the protection of the community from the unreasonable risks of flooding, including, but not limited to:

(i) Avoiding or minimizing the risks of flooding to new development.

(ii) Evaluating whether new development should be located in flood hazard zones, and identifying construction methods or other methods to minimize damage if new development is located in flood hazard zones.

(iii) Maintaining the structural and operational integrity of essential public facilities during flooding.

(iv) Locating, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities or identifying construction methods or other methods to minimize damage if these facilities are located in flood hazard zones.

(v) Establishing cooperative working relationships among public agencies with responsibility for flood protection.

(C) Establish a set of feasible implementation measures designed to carry out the goals, policies, and objectives established pursuant to subparagraph (B).

(3) After the initial revision of the safety element pursuant to paragraph (2), upon each revision of the housing element, the planning agency shall review and, if necessary, revise the safety element to identify new information that was not available during the previous revision of the safety element.

(4) Cities and counties that have flood plain management ordinances that have been approved by FEMA that substantially comply with this section, or have substantially equivalent provisions to this subdivision in their general plans, may use that information in the safety element to comply with this subdivision, and shall summarize and incorporate by reference into the safety element the other general plan provisions or the flood plain ordinance, specifically showing how each requirement of this subdivision has been met.

(5) 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 California Geological Survey of the Department of Conservation, the Central Valley Flood Protection Board, if the city or county is located within the boundaries of the Sacramento and San Joaquin Drainage District, as set forth in Section 8501 of the Water Code, and the Office of Emergency Services for the purpose of including information known by and available to the department, the office, and the board required by this subdivision.

(6) To the extent that a county's safety element is sufficiently detailed and contains appropriate policies and programs for adoption by a city, a city may adopt that portion of the county's safety element that pertains to the city's planning area in satisfaction of the requirement imposed by this subdivision.

Consistency with Airport Land Use Plans

65302.3. (a) The general plan, and any applicable specific plan prepared pursuant to Article 8 (commencing with Section 65450), shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code.

Review of Safety Element

65302.5. (a) At least 45 days prior to adoption or amendment of the safety element, each county and city shall submit to the Division of Mines and Geology of the Department of Conservation one copy of a draft of the safety element or amendment and any technical studies used for

developing the safety element. The division may review drafts submitted to it to determine whether they incorporate known seismic and other geologic hazard information, and report its findings to the planning agency within 30 days of receipt of the draft of the safety element or amendment pursuant to this subdivision. The legislative body shall consider the division's findings prior to final adoption of the safety element or amendment unless the division's findings are not available within the above prescribed time limits or unless the division has indicated to the city or county that the division will not review the safety element. If the division's findings are not available within those prescribed time limits, the legislative body may take the division's findings into consideration at the time it considers future amendments to the safety element. Each county and city shall provide the division with a copy of its adopted safety element or amendments. The division may review adopted safety elements or amendments and report its findings. All findings made by the division shall be advisory to the planning agency and legislative body.

(1) The draft element of or draft amendment to the safety element of a county or a city's general plan shall be submitted to the State Board of Forestry and Fire Protection and to every local agency that provides fire protection to territory in the city or county at least 90 days prior to either of the following:

(A) The adoption or amendment to the safety element of its general plan for each county that contains state responsibility areas.

(B) The adoption or amendment to the safety element of its general plan for each city or county that contains a very high fire hazard severity zone as defined pursuant to subdivision (b) of Section 51177.

(2) A county that contains state responsibility areas and a city or county that contains a very high fire hazard severity zone as defined pursuant to subdivision (b) of Section 51177, shall submit for review the safety element of its general plan to the State Board of Forestry and Fire Protection and to every local agency that provides fire protection to territory in the city or county in accordance with the following dates as specified, unless the local government submitted the element within five years prior to that date:

(A) Local governments within the regional jurisdiction of the San Diego Association of Governments: December 31, 2010.

(B) Local governments within the regional jurisdiction of the Southern California Association of Governments: December 31, 2011.

(C) Local governments within the regional jurisdiction of the Association of Bay Area Governments: December 31, 2012.

(D) Local governments within the regional jurisdiction of the Council of Fresno County Governments, the Kern County Council of Governments, and the Sacramento Area Council of Governments: June 30, 2013.

(E) Local governments within the regional jurisdiction of the Association of Monterey Bay Area Governments: December 31, 2014.

(F) All other local governments: December 31, 2015.

(3) The State Board of Forestry and Fire Protection shall, and a local agency may, review the draft or an existing safety element and report its written recommendations to the planning agency within 60 days of its receipt of the draft or existing safety element. The State Board of Forestry and Fire Protection and local agency shall review the draft or existing safety element and may offer written recommendations for changes to the draft or existing safety element regarding both of the following:

(A) Uses of land and policies in state responsibility areas and very high fire hazard severity zones that will protect life, property, and natural resources from unreasonable risks associated with wildland fires.

(B) Methods and strategies for wildland fire risk reduction and prevention within state responsibility areas and very high hazard severity zones.

(b) Prior to the adoption of its draft element or draft amendment, the board of supervisors of the county or the city council of a city shall consider the recommendations made by the State Board of Forestry and Fire Protection and any local agency that provides fire protection to territory in the city or county. If the board of supervisors or city council determines not to accept all or some of the recommendations, if any, made by the State Board of Forestry and Fire Protection or local agency, the board of supervisors or city council shall communicate in writing to the State Board of Forestry and Fire Protection or to the local agency, its reasons for not accepting the recommendations.

Open Space Plans

65560. (a) "Local open-space plan" is the open-space element of a county or city general plan adopted by the board or council, either as the local open-space plan or as the interim local open-space plan adopted pursuant to Section 65563.

(b) "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:

(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.

(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 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.

(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.

(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.

September 3, 2008

Mr. Michael Gaston, AICP
Community Development Director
City of Selma
1710 Tucker Street
Selma, CA 93662

COPY

RE: General Plan Notice of Preparation Comments

Dear Mr. Gaston:

Thank you for the opportunity to comment on the Notice of Preparation for the above referenced project. I understand the City intends to adopt a Program EIR for its General Plan update. My initial comments follow.

1. A "PV" Zone was previously adopted for the 14.42 acre parcel of land known as Pioneer Village Historic Park. The DEIR should include this existing special zoning.
 - a. In the alternative, if the "PV" zoning has been intentionally removed from the General Plan Policy Statements, the DEIR should disclose this change in zoning and identify the historic resource impacts that might occur as a result of this zoning change.¹ Feasible mitigation measures should be adopted to mitigate these historic resource impacts caused by the potential zoning change.
2. The DEIR should describe and assess the total park space that is required to serve Selma's current population and the increases in park/open space that will be necessary to accommodate Selma's anticipated growth. Please identify any environmental impacts and the necessary mitigation measures that become evident from this analysis.
3. The Draft EIR should analyze impacts to *historic* resources in addition to its analysis of "cultural resource" impacts. Historic resources are considered part of the environment for purposes of CEQA.
4. The DEIR should include a listing of those specific historic resources which have already been designated on the Fresno County Landmarks Register. A listing of the Landmarks contained within the City of Selma's sphere of influence can be obtained from the California History Room in the Main Fresno County Library, Fresno, CA. The inclusion of this list of resources within the DEIR will improve the informational quality of the General Plan and allow decision makers and members of the public to readily identify potential historic resource impacts to these recognized important resources. Please specifically identify the individual historic resource impacts that may occur to

¹ Historic resources include historic objects in addition to the more traditionally considered historic structures. A number of historic artifacts are contained within the buildings of Pioneer Village. The DEIR should also identify impacts to historic objects and the mitigation measures proposed to mitigate those impacts.

these designated historic resources as a result of this Plan and identify adequate feasible mitigation measures.

It should be noted that the designated County Landmark 1904 Vincent House and the designated County Landmark St. Ansgar's Danish Lutheran Church are only two of the Landmarks contained within the General Plan area. These two designated Landmarks are contained within Pioneer Village. Other historic buildings contained in the Park include the 1887 Selma Depot, the National Register eligible Section Buildings, the 1901 Lincoln school house and the 1906 Rasmussen Barn.

5. Selma has a significant volume of housing stock that is in excess of 50 years old. Selma also contains many neighborhoods which may meet the criteria to qualify as County, State or National Register historic districts. As stated correctly in the Initial Study, historic resources are not limited to only those resources designated (listed) on a County, State or National inventory (discussed in #4, above). The City of Selma has not conducted comprehensive historic resource surveys within its jurisdiction to identify the existence of "non-listed" historic resources, however. Therefore, absent these comprehensive surveys, it does not appear that adequate substantial evidence is available to adequately assess individual or cumulative historic resource impacts within this DEIR. Thus, mitigation measures should be adopted to insure future planning processes recognize, identify and mitigate potential historic resource impacts that may result from subsequent project approvals.

In addition to environmental, "green" and educational benefits, historic preservation efforts have been shown to provide positive economic and job creation benefits for communities across the state.

6. Please describe Selma's existing parks, including Pioneer Village, and their intended long term uses in the General Plan. At least two parks, Lincoln and Pioneer Village, include historic resources. I propose the addition of General Plan Policy Goals and Policies within the Conservation and Open Space element that would serve to emphasize the City's intent to identify, apply and acquire state park funding, bond measures and grants for use in these two parks. State park funds/bonds and other grants could be utilized for the restoration and enhancement of the historic structures within both parks and would serve to improve the educational opportunities available within these locations. To date, state bond/park funding opportunities have been overlooked, however both parks have benefited from significant amounts of private donations. Classrooms have begun to visit Pioneer Village to learn about the settlement of the County and Selma history. The identification of purposeful goals that would serve to improve access to available public funds so these parks could be continually enhanced and restored would be a proactive, positive step for residents of Selma and its children.

7. It is noted that Pioneer Village Historical Park is completely surrounded by Regional Commercial Zoning and the freeway. Please identify and analyze the environmental impacts that may occur to the historic park as a result of the regional commercial development in the area. Additionally, please analyze how the application of the

proposed 20 foot setback requirement for a regional commercial project adjacent to Pioneer Village Historical Park could result in significant impacts to historic resources and park land. Finally, a project design that would permit loading docks, trash facilities, etc. to be sited along the PV perimeter could result in significant historic resource, aesthetic and noise impacts. The General Plan Policies propose to protect the freeway from views of the less desirable components of regional commercial developments. Selma's parks and historic landmarks deserve no less. Please identify appropriate mitigation measures to mitigate all potential direct and indirect significant aesthetic, historic, traffic, glare and noise impacts as the land surrounding the park are developed for regional commercial uses.

Thank you for considering the above. Please contact me when the DEIR is released for review and comment. If you have any questions about the above, please do not hesitate to contact me. I'm willing to assist in any manner possible.

Sincerely,

Jeanette L. Jurkovich
1130 W. Roberts
Fresno, CA 93711



Fresno Local Agency Formation Commission

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September 24, 2008

City of Selma
Community Development Department
Attn: Michael S. Gaston, AICP, Community Development Director
1710 Tucker Street,
Selma, CA 93662

Dear Mr. Gaston:

Subject: *City of Selma General Plan Update 2035 - Notice of Preparation/Initial Study*

We have reviewed the City of Selma's Draft General Plan Update 2035 and Notice of Preparation/Initial Study. We offer the following comments in response to these documents:

1. The City identifies a number of existing and future boundaries on the maps included within the NOP/IS and Draft General Plan Update. These boundaries include the existing City limits and Sphere of Influence (SOI) boundary, a 40,000 population Urban Development Boundary (UDB), 70,000 population UDB, and Area of Interest. A modest portion of the 40,000 UDB, and a substantial portion of the 70,000 UDB are located outside of the existing SOI. Additionally, the City's Area of Interest includes approximately 18 square miles which are not included within the City's existing SOI. It is not clear from these different boundaries which, if any, represent a new proposed Sphere of Influence for the City. If the City desires to revise its SOI and to include this new SOI as part of the EIR currently being prepared for the City's new General Plan, LAFCo believes it would be appropriate to specifically identify the proposed SOI within these documents. Otherwise, LAFCo staff can only provide generalized comments in relationship to the appropriateness of a revised SOI.

Per LAFCo policy 320-08, the City's future SOI should be based on historical growth patterns using a twenty to twenty-five year projection. The City's estimate of sustained 4% annual growth through the 2035 General Plan, planning horizon appears to be somewhat optimistic given that the City's estimated growth rate is between 2 ½% and 3%, based on the 2000 Census population of 19,444 and a 2007 population estimate of 23,194 per the California Department of Finance. At

the time the City seeks to amend its current SOI, LAFCo staff will include the City's historical growth rate in its analysis. When the City seeks to amend its current SOI, its proposal should consider the City's historical growth rate. It is likely that, if the City were to seek an SOI that is significantly larger than those lands needed to meet its projected population growth, the LAFCo Commissioners may object on the grounds that such an SOI would not conform to State law and LAFCo's policies promoting orderly growth and development and discouraging urban sprawl.

2. LAFCo is charged under the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 with encouraging orderly growth and development, discouraging urban sprawl, preserving open space and agricultural lands, and efficiently extending urban services. LAFCo has some concerns related to how build-out of the City in conformance with the General Plan will affect these factors, as follows:

- As identified in the Initial Study and the proposed 2035 General Plan, the City is surrounded by prime farmland. Page 3-7 of the Initial Study, Response 2(a) states that build out of the City to the 70,000 UDB will result in the conversion of 6,478 acres of prime farmland to non-agricultural use "which would be a potentially significant impact. This issue will be analyzed further in the Draft EIR and mitigation measures will be recommended as appropriate."

LAFCo has some concern related to the conversion of such a significant amount of prime farmland, much of which will be developed for residential use. While it is acknowledged that any significant expansion of the City's boundaries cannot feasibly avoid conversion of prime farmland, our concern is related to the minimal amount of land designated for high density and medium high density residential development. The Plan identifies an additional 28 acres and 6 acres, respectively, for these two designations. Staff looks forward to reviewing and commenting on specific measures designed to mitigate conversion of this land.

- The Initial Study, page 3-7, Response 2(b) states that much of the land outside the City, but within its SOI, is under Williamson Act Contract which will have to be cancelled or non-renewed prior to development. It is also stated that "Update of the General Plan will result in development of agricultural lands", but "The policies of the Open Space, Conservation and Recreation Element (reference Appendix A) will prevent unnecessary and premature development of agricultural lands."

With regard to properties under Williamson Act Contract, please be aware that in order for this land to be included within the City of Selma's SOI and to annex this land into the City, LAFCo must make specific findings pursuant to Government Code Sections 56426.5 and 56856.5.

With regard to the referenced Open Space, Conservation and Recreation Element policies (page 5-3), these policies state that prime agricultural land "should be conserved through orderly expansion of the City" (Policy 5.8); that "the City will

encourage lower density development adjacent to land planned for long-term agricultural uses" (Policy 5.9); and that the City will "Maintain a 20-acre minimum parcel size for agriculturally designated parcels to encourage viable agricultural operations and to prevent parcelization into rural residential or ranchette developments" (Policy 5.11).

We note that there is no land designated for Agriculture within the entirety of the City's boundaries, SOI, and Area of Interest. Therefore, Policy 5.11 should not be considered as mitigation for conversion of agricultural lands.

With respect to Policy 5.9, which indicates lower density uses are more properly sited adjacent to land planned for long-term agricultural uses, we observe that the City has designated 7,738 acres outside its Urban Development Boundary, but within its Area of Interest as Extremely Low Density Residential, which is described in the 2035 General Plan as having development potential of 0.0 to 0.5 units per acre and a minimum parcel size of 20,000 square feet. We also note that the vast majority of land within this area has been identified as prime farmland. Should this land ultimately be annexed to the City and developed according to this designation, it would appear to violate LAFCo's policies related to discouraging urban sprawl and preserving open-space and prime agricultural lands. Given this information, while protecting agriculture from more intense uses, adherence to Policy 5.9 would appear to result in conversion of significantly more prime farmland, arguably offsetting any gain that the Policy might achieve. Additionally, extending services to provide for such low density development is more costly and inefficient than providing such services to medium and high density areas and does not appear to be consistent with LAFCo law or policies.

Further, as has been seen in the City of Fresno and surrounding areas, creation of rural ranchettes and development of parcels at a density which may be considered similar to Selma's Extremely Low Density Residential designation, has created significant difficulties with efficient use of territories surrounding Fresno now that much of the more densely urbanized area is abutting rural residential uses. If developed as shown in the 2035 General Plan, it would appear that the City of Selma will ultimately face issues related to creation of urban sprawl, which this General Plan presumably seeks to avoid. The Draft EIR should address this potential negative effect of Policy 5.9.

3. Pursuant to Government Code Section 56668(k) LAFCo is required to consider timely availability of water supplies adequate for projected needs. As stated in the Initial Study, the City of Selma relies on groundwater for its water supply. Section 8 of the Initial Study addresses Hydrology and Water Quality and indicates that additional development could result in a potentially significant impact with respect to groundwater depletion. Response 8(b) states:

"Development as a result of the proposed General Plan Update will lead to additional urbanization in the Planning area. Urbanized lands generally consume equal amounts of water as agricultural

land on a per acre basis, however, urbanizing lands may reduce the amount of permeable land surface through which water in the form of rainfall or surface flows can recharge the water table. This could result in a net deficit in aquifer recharge.... This potentially significant impact will be discussed further in the Draft EIR."

LAFCo is aware that the aquifer from which Selma draws its water has been in a situation of overdraft for some time. LAFCo also acknowledges that the report correctly points out that urban areas are less permeable and could result in a greater groundwater overdraft than agricultural areas. When revising the Draft EIR with respect to this point, the City's analysis should also consider that developed areas require a consistent water supply, whereas it is possible to discontinue watering agricultural land when water is in short supply or not available.

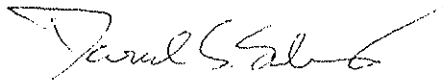
As the City seeks to annex additional territories, it will be required to identify the affected territories' water demand and how the City will meet that demand without resulting in additional net overdraft to the aquifer. The Draft EIR should address how the City will mitigate the anticipated increase in water demand such that increase in use will not result in net depletion of the aquifer during the 2035 planning horizon.

4. As part of any annexations to the City of Selma, detachment from the Kings River Conservation District, Consolidated Irrigation District (CID), and the Fresno County Fire Protection District will be necessary. Annexation to the Selma-Kingsburg-Fowler Sanitation District will also be required. Additionally, the project site is located within a number of other special districts which are not required to detach from the area upon annexation. The Initial Study should consider potential impacts of the reorganization on all affected special districts which would take place upon annexation of additional territories to the City of Selma.
5. At this time, we understand that the City of Selma utilizes facilities owned and operated by CID for storm drainage purposes and that there is a question as to whether the City will be allowed to continue to do so indefinitely. If the City intends for any development stemming from this General Plan update to also utilize CID facilities, it should indicate this in the Plan and should revise any mitigation measures as appropriate, if it is determined that these facilities are no longer available to the City.
6. As shown in the 2035 General Plan, the City of Selma has identified its Area of Interest as extending east to the intersection of Academy and Dinuba Avenues which is located approximately one half-mile south of the City of Parlier, and a mile east of the City of Parlier's westernmost boundary. Selma's Area of Interest also extends as far north as South Avenue, approximately one mile north of its existing SOI and approximately one half-mile south of Mountain View Avenue between State Route 99 and Temperance Avenue.

For some time there has been discussion between the County of Fresno, the 15 cities, Fresno COG, and LAFCo regarding the potential use of buffers to separate individual cities and/or to retain individual cities' identities as people travel between the cities. Consistent with the recommendation included in the Municipal Service Review (MSR) prepared for the City of Selma and approved by our Commission in July 2007, we would again request that the City of Selma consider the issue of land use buffers in its planning process. Consideration of land use buffers will be included within LAFCo's review of a future Sphere of Influence revision or amendment.

We appreciate the opportunity to provide comments on the Initial Study and Draft 2035 General Plan and look forward to receiving a copy of the Draft EIR for further review and comment as appropriate. If you have any questions, please contact me at (559) 495-0604.

Sincerely,



Darrel Schmidt, Deputy Executive Officer
Fresno Local Agency Formation Commission

C: Alan Weaver, Director, County of Fresno Department of Public Works and Planning
Lynn Gorman, Deputy Director of Planning, Fresno Department of Public Works
and Planning
Phil Desatoff, Manager, Consolidated Irrigation District
David Orth, Manager, Kings River Conservation District
Keith Larkin, Fire Chief, Fresno County Fire Protection District
David Michael, Manager, Selma-Kingsburg-Fowler County Sanitation District
LAFCo Commissioners

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

August 25, 2008

Michael Gaston
City of Selma
1710 Tucker Street
Selma, Ca 93662

RE: SCH#2008081082 General Plan Update 2035: Fresno County.

Dear Mr. Gaston:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. **USGS 7.5 minute quadrangle name, township, range and section required.**
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez
Katy Sanchez
Program Analyst

CC: State Clearinghouse

Native American Contacts

Fresno County
August 25, 2008

Santa Rosa Rancheria
Clarence Atwell, Chairperson
P.O. Box 8
Lemoore, CA 93245
(559) 924-1278
(559) 924-3583 Fax

Tache
Tachi
Yokut

Dumna Tribal Government
Karin Wilson Kirkendal, Chairperson
1003 S. 9th St.
Fresno, CA 93702
559-241-0226
Dumna/Foothill
Choinumni

Table Mountain Rancheria
Lee Ann Walker Grant, Chairperson
P.O. Box 410
Friant, CA 93626-0177
(559) 822-2587
(559) 822-2693 FAX

Yokuts

Traditional Choinumni Tribe
Angie Osborne
2787 N Piedra Road
Sanger, CA 93657
(559) 787-3336
Choinumni/Foothill

Patricia Ann Murphy Brattland
600 Coldstream Drive
El Cajon, CA 92020
yet-choo-nook@gerlecreek.
(619) 444-1944 Home
(619) 990-5094 Work
(619) 447-3219 Fax

Dumna/Foothill
Pomo

Sierra Nevada Native American Coalition
Lawrence Bill, Interim Chairperson
P.O. 125
Dunlap, CA 93621
(559) 338-2354
Mono
Foothill Yokuts

Dumna Wo-Wah Tribal Government
Keith F. Turner, Tribal Contact
P.O. Box 306
Auberry, CA 93602
(559) 855-3128 Home
(559) 696-0191 (Cell)

Dumna/Foothill
Mono

Table Mountain Rancheria
Michael Russell, Tribal Administrator
P.O. Box 410
Friant, CA 93626-0177
(559) 822-2587
(559) 822-2693 FAX
Yokuts

's current only as of the date of this document.

\ of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and
Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

/ applicable for contacting local Native Americans with regard to cultural resources for the proposed
202 General Plan Update 2035; Fresno County.

Fresno County
August 25, 2008

Table Mountain Rancheria
Bob Pennell, Cultural Resources Director
P.O. Box 410 Yokuts
Friant, CA 93626-0177
(559) 325-0351
(559) 217-9718 - cell
(559) 325-0394 FAX

Chowchilla Tribe of Yokuts
Jerry Brown
10553 N. Rice Road
Fresno, CA 93720
559-434-3160

Kings River Choinumni Farm Tribe
John Davis, Chairman
1051 Brookside Drive
Clovis, CA 93611
559-324-9908

Kings River Choinumni Farm Tribe
Stan Alec
2248 Vartikian
Clovis, CA 93611
559-297-1787
559-647-3227 - cell

Esohm Valley Band of Indians
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct. Foothill Yokuts
Salinas, CA 93906 Mono
831-443-9702

The Choinumni Tribe of Yokuts
Rosemary Smith, Chairperson
1505 Barstow Clovis, CA 96311 Choinumni
monoclovis@yahoo.com Foothill YoKut
559-862-5757

Dumna Tribal Government
Jim Redmoon - Cultural Resources Representative
1305 E. Sussex Way Dumna/Foothill
Fresno, CA 93704 Choinumni
559-241-0226

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH3 2008081082 General Plan Update 2035: Fresno County.

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FILED

AUG 25 2008

Notice of Preparation/Initial Study

FRESNO COUNTY CLERK
Haley Warrick
DEPUTY

City of Selma

General Plan Update 2035

Lead Agency:



City of Selma
1710 Tucker Street
Selma, CA 93662
(559) 891-2200
Contact: Michael Gaston, AICP
Community Development Director

Prepared by:



Quad Knopf

5110 West Cypress Avenue
Visalia, California 93278
(559) 733-0440
Contact: James Alcorn, AICP

August 2008

SEE CLERK FOR VIEWING OF CD.

Selma General Plan Update 2035 Environmental Impact Report

Under the California Environmental Quality Act (CEQA), when discretionary projects are undertaken by public agencies, an Environmental Impact Report (EIR) is required if the Lead Agency determines that the project may cause a significant environmental impact. The City of Selma is in the process of preparing the Draft Program EIR for the General Plan Update 2035 and has just circulated the Initial Study/Notice of Preparation.

The proposed project includes an update of the City of Selma's General Plan and related implementing actions. The Planning Area is comprised of approximately 31 square miles, and contains a mixture of residential, agricultural, commercial, public and industrial land uses. The General Plan will include Safety, Open Space, Conservation and Recreation, Circulation, Land Use, and Public Services and Facilities Elements. The Housing Element is not a part of the General Plan Update and is being updated separately. The Plan includes Goals, Objectives, and Policies and Standards to guide future growth and development, a Background Report, Land Use and Circulation map and implementation plan.

Pursuant to CEQA, the Draft EIR (DEIR) will identify all potentially significant impacts associated with the implementation of the project and appropriate mitigation measures to reduce the potential impacts to a less than significant level.

This notice is given in order to provide all interested parties an opportunity to present their views with respect to the potential environmental effects of the proposed project prior to circulation of the DEIR. A scoping meeting will be held at City Hall on September 3, 2008 at 3:00 p.m. at 1810 Tucker Street (City Council Chambers) in Selma for public input.

Scoping Meeting

Date: September 3, 2008

Time: 3:00 p.m.

Place: Selma City Hall - City Council Chambers

Address: 1810 Tucker Street, Selma, CA 93662

A copy of the Initial Study/Notice of Preparation is available for review at Selma City Hall Annex, located at 1710 Tucker St., Selma, California 93662. If you wish to comment on the Initial Study/Notice of Preparation you may submit written comments during the environmental review period which will run from August 21, 2008 through September 24, 2008. Comments during the DEIR circulation period are also welcome. Comments must be submitted to Michael Gaston, AICP, Community Development Director, at 1710 Tucker Street in Selma, California 93662.

Publish August 20, 2008

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

September 15, 2008

Michael Gaston
City of Selma
1710 Tucker Street
Selma, CA 93662

Re: Notice of Preparation (NOP), Draft Environmental Impact Report (EIR)
For the 2035 General Plan Update
SCH# 2008081082

Dear Mr. Gaston:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian traffic at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers.

The Commission recommends that the City include consideration of potential project-related rail safety impacts and measures to reduce adverse impacts of the proposed project. The project's traffic impact study (TIS) is the mechanism by which to address these concerns since it will be the basis for the analysis within the Traffic/Circulation section of the DEIR.

In general, the major types of impacts to consider are collisions between trains and vehicles, and between trains and pedestrians. Changes in land use should not be allowed that would permit housing adjacent to existing rail yards. Similarly, where a need for grade-separated crossings is identified, new development should not be placed adjacent to at-grade highway rail crossings, within the footprint of land needed for future grade-separation structures.

General categories of measures to reduce potential adverse impacts on rail safety include:

- Installation of grade separations at crossings, i.e., physically separating roads and railroad track by constructing overpasses or underpasses
- Improvements to warning devices at existing highway-rail crossings
- Installation of additional warning signage
- Improvements to traffic signaling at intersections adjacent to crossings, e.g., traffic preemption

Michael Gaston, City of Selma
SCH#2008081082
September 15, 2008
Page 2 of 2

- Installation of median separation to prevent vehicles from driving around railroad crossing gates
- Where soundwalls, landscaping, buildings, etc. would be installed near crossings, maintaining the visibility of warning devices and approaching trains
- Prohibition of parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains
- Installation of pedestrian-specific warning devices and channelization
- Installation of additional traffic lanes through the crossing to accommodate additional traffic
- Construction of pull-out lanes for buses and vehicles transporting hazardous materials
- Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way
- Elimination of driveways near crossings
- Increased enforcement of traffic laws at crossings
- Rail safety awareness programs to educate the public about the hazards of highway-rail grade crossings

CPUC also encourages localities to set up mechanisms whereby new developments pay a fair share of their impact costs to fund the above measures if not already in an existing Fee program by the City or a Regional Fee program.

Commission approval is required to modify an existing highway-rail crossing or to construct a new crossing.

Please forward the TIS scope, so we may have an opportunity to review the proposed analysis which will make our review more efficient and expedient for the project proponent. Should you have a planned scoping meeting for the traffic study, we would like to be notified along with other agencies affected or impacted by the proposed project.

Thank you for your consideration of these comments and we look forward to working with the City on this project. If you have any questions in this matter, please call me at (415) 713-0092 or email at ms2@cpuc.ca.gov,

Sincerely,



Moses Stites
Rail Corridor Safety Specialist
Consumer Protection and Safety Division
Rail Transit and crossings Branch
515 L Street, Suite 1119
Sacramento, CA 95814



The World's Favorite

Sun-Maid Growers of California

Headquarters: 11525 South Bethel Avenue • Kingsburg, CA, U.S.A. 93611-9212

Ph: 559.896-8000 • Fax: 559.897-2300

E-mail: smade@sunmaid.com • www.sunmaid.com

September 3, 2008

Mr. D-B Heusser, City Manager
City of Selma
1710 Tucker Street
Selma, CA 93662

Re: City of Selma Proposed General Plan
Update and SOI Expansion

Dear Mr. Heusser:

As you know, Sun-Maid Growers of California is a vertically integrated cooperative owned by over 1,000 farmer-members. It has been in operation in the Selma area for over 40 years. During that time, its plant facility and employment base has expanded to the community's benefit. As one of the largest employers in the area, Sun-Maid has a vested interest in seeing Selma progress and prosper.

It is our understanding the City of Selma is proposing an update to its General Plan and an expansion to its Sphere of Influence (SOI) that would include properties on the north side of E. Mountain View Avenue and extend as far east as S. Bethel Avenue. The purpose of the proposed General Plan update and SOI expansion is to meet the projected future growth within the city.

Sun-Maid is in a unique position as it relates to the proposed General Plan update and SOI expansion. Not only does Sun-Maid own property within the proposed General Plan update and sphere boundary (APNs 393-073-12 and 13) generally located at the northwest corner of Mountain View Avenue and Bethel Avenue, but also within the SOI of the City of Kingsburg. As such, we believe it is important the two community's plans are compatible and recognize the important role that Sun-Maid and other agricultural processing facilities have and will continue to have in the future.



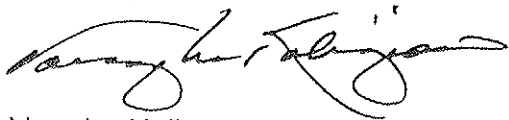
With those thoughts in mind, Sun-Maid believes it is appropriate the Selma General Plan and SOI Expansion EIR consider the following:

1. Review the transportation and circulation system within the area to ensure that proper access is maintained to all properties.
2. Consider the traffic impacts at the intersection of Mountain View Avenue and Bethel Avenue. In particular, we believe there is a need for signalization of the intersection to insure an adequate level of service for the existing industrial and private usage as well as future new traffic volume.
3. Potential conflicts of development in proximity to existing agricultural processing facilities and industrial uses.
4. Consider requiring Right to Farm covenants for new developments within the proposed SOI expansion area.
5. Consider requiring Right to Process Agricultural Products covenant consistent with the requirements of California Civil Code Section 3482.6.

Sun-Maid recognizes the preparation and adoption of a General Plan and its EIR are a very involved process. These actions require detailed planning and great foresight as they essentially create the blueprint for future growth for all members of the community. We respectfully request Sun-Maid be provided notice of all public meetings and hearings related to the General Plan Update, the proposed SOI expansion and the EIR.

We appreciate the opportunity to comment on the proposed General Plan Update and look forward to being involved in the hearing process. If you have any questions, please do not hesitate to contact us.

Sincerely,



Vaughn Koligian
Director of Good Agricultural Practices

cc: Honorable Dennis Lujan, Mayor Pro Tem
Mr. Michael Gaston, Planning Director
Mr. Dirk Poeschel, AICP