



City of
Los Banos
2030 General Plan Update

Approved July 15, 2009

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Executive Summary

This General Plan will serve as the City’s “blueprint” for development and environmental resource management through the year 2030. The Plan contains seven elements, including Economic Development, Land Use, Circulation, Parks, Open Space and Resources, Noise, Safety, and Public Facilities and Utilities. Each element is numbered consecutively and divided into sections. In each section are guiding policies and then implementing actions that express what the City will do to carry out the plan (e.g. create or modify regulations, devote staff time or allocate budget resources toward various actions).

The plan is designed to create a Los Banos that will have the small-town character envisioned by the community with more jobs for local residents. It also will facilitate development of new walkable neighborhoods with a mix of housing types oriented around a neighborhood center with nearby schools and parks. Below is a full list of guiding policies contained in the Los Banos 2030 General Plan that provide direction to achieve the community vision. They reflect the underlying themes in this Plan and new initiatives that will be undertaken by the City.

ECONOMIC DEVELOPMENT

- ED-G-1 Help create jobs and improve job quality for existing and future Los Banos residents.
- ED-G-2 Facilitate the development of new businesses, and/or expansion of existing businesses through site availability, infrastructure investment, and labor force preparedness.
- ED-G-3 Make Los Banos an ideal place to do business by fostering a business friendly climate.
- ED-G-4 Strengthen positive working relationships among the business community, education providers, regional economic institutions and City government.
- ED-G-5 Promote Downtown as a cultural and entertainment center to bring people downtown and stimulate business opportunities.
- ED-G-6 Foster a fiscally healthy City government.
- ED-G-7 Seek and promote particular businesses or economic opportunities that provide needed local goods, services, employment, or those that enhance the city’s physical and social well being.

LAND USE

- LU-G-1 Promote a sustainable, balanced land use pattern that satisfies existing needs and safeguards future needs of the City.
- LU-G-2 Maintain a well-defined compact urban form, with a defined urban growth boundary and development intensities on land designated for urban uses.
- LU-G-3 Ensure that new development provides for infrastructure, schools, parks, neighborhoods shops, and community facilities in close proximity to residents.
- LU-G-4 Preserve and enhance Los Banos' neighborhood character and small town feel.
- LU-G-5 Reinforce the City's image by protecting historical resources, strengthening focal points, improving streetscapes and the safety of neighborhoods.
- LU-G-6 Promote environmentally sensitive and sustainable design in new development.
- LU-G-7 Provide for residential development with strong community identities, appropriate and compatible scales of development, identifiable centers and edges and well-defined public spaces for recreation and civic activities.
- LU-G-8 Provide for a full range of housing types and prices within neighborhoods, including minimum requirements for small-lot single family homes, townhouses, and multi-family housing to ensure that the economic needs of all segments of the community are met.
- LU-G-9 Provide for a transition between higher density and lower density residential areas, or require buffers of varying size between residential uses and non-residential uses without restricting pedestrian and bicycle access.
- LU-G-10 Foster viable, pedestrian-oriented neighborhood centers and strong, visually attractive regional commercial centers with a mix of tenants to serve both local and regional needs.
- LU-G-11 Develop a vibrant, mixed-use Downtown that is the pride of the community.
- LU-G-12 Provide appropriately located areas for a broad range of employment generating uses to strengthen the City's economic base and provide employment opportunities for residents.
- LU-G-13 Foster high quality design and allow secondary uses in Employment Park or industrial areas if they can complement or enhance the primary use.
- LU-G-14 Provide appropriate settings for a diverse range of civic, institutional and community land uses.

CIRCULATION

- C-G-1 Promote safe and efficient vehicular circulation.
- C-G-2 Provide a wide variety of transportation alternatives and modes to serve all residents and businesses to enhance the quality of life.
- C-G-3 Make efficient use of existing transportation facilities and, through coordinated land use planning, strive to improve accessibility to shops, schools, parks and employment centers and reduce total vehicle miles traveled per household to minimize vehicle emissions and save energy.
- C-G-4 Protect neighborhoods by discouraging through-traffic on local streets.
- C-G-5 Improve the scenic character of transportation corridors in the city.
- C-G-6 Maintain acceptable levels of service (LOS) D and ensure that future development and the circulation system are in balance.
- C-G-7 Continue to pursue creative sources of funding for transportation improvements.
- C-G-8 Ensure that new development pays its fair share of the costs of transportation facilities.
- C-G-9 Promote the use of public transit for daily trips to schools, work and doctors appointments.
- C-G-10 Promote the development and use of park-and-ride facilities for commuters.
- C-G-11 Promote bicycling and walking as alternatives to the automobile.
- C-G-12 Foster practical parking solutions.
- C-G-13 Promote the Los Banos Municipal Airport to meet increasing business and industrial goods movement demand, as well as recreational flying.
- C-G-14 Participate in the planning process for the California High-Speed Train.
- C-G-15 Improve commercial goods movement.

PARKS, OPEN SPACE, AND CONSERVATION

- | | | | |
|-----------|---|-----------|---|
| POSR-G-1 | Establish and maintain a high-quality public park system for Los Banos. | POSR-G-11 | Ensure ground water quality is maintained at a satisfactory level for domestic consumption. |
| POSR-G-2 | Provide park and recreation facilities within close proximity to residents they are intended to serve. | POSR-G-12 | Identify and preserve the archaeological and historic resources that are found within the Los Banos Planning Area. |
| POSR-G-3 | Provide a unified and consistently marked trail system throughout the city, including bikeways, pathways, sidewalks, and other trails that link key destinations in the city including parks and recreational facilities, community facilities, public schools, and downtown. | POSR-G-13 | Improve air quality to promote public health, safety, and Los Banos' environmental quality. |
| POSR-G-4 | Preserve and maintain open space around the city for future generations. | POSR-G-14 | Make air quality a priority in land use planning by implementing emissions reduction efforts targeting mobile sources, stationary sources and construction related sources. |
| POSR-G-5 | Continue to provide public access to public open space to the maximum extent feasible. | POSR-G-15 | Assume leadership in efforts to reduce toxic air pollutants and ozone depleting compounds. |
| POSR-G-6 | Protect rare and endangered species. | | |
| POSR-G-7 | Protect and enhance the natural habitat features and open space corridors within and around the Planning Area. | | |
| POSR-G-8 | Promote preservation of agriculture within the Planning Area. | | |
| POSR-G-9 | Protect the quality of storm water that discharges into areas in and around Los Banos. | | |
| POSR-G-10 | Ensure adequate groundwater reserves are maintained for present and future domestic, commercial, and industrial uses. | | |

NOISE

N-G-1 Strive to achieve an acceptable noise environment for the present and future residents of Los Banos.

SAFETY

- S-G-1 Minimize risks of property damage and personal injury posed by seismic hazards, soil hazards, and erosion.
- S-G-2 Protect the community from risks to lives and property posed by flooding and stormwater runoff.
- S-G-3 Protect Los Banos' residents and businesses from potential wildfire and structural fire hazards.
- S-G-4 Protect Los Banos' ecology and residents from harm resulting from the improper production, use, storage, disposal, or transportation of hazardous materials.
- S-G-5 Maintain and enhance the City's capacity for law enforcement and fire-fighting.
- S-G-6 Improve current police and fire response times and staffing ratios.
- S-G-7 Control and reduce violent crime rates.
- S-G-8 Minimize the risk of personal injury, property damage, and environmental damage from both natural and man-made disasters.
- S-G-9 Improve natural disaster response capabilities through a variety of preparedness measures.

PUBLIC FACILITIES AND UTILITIES

- PFU-G-1 Provide superior educational opportunities for children and all members of the community.
- PFU-G-2 Provide public and cultural facilities that contribute to Los Banos' positive image, enhance community identity, and meet the civic and social needs of residents.
- PFU-G-3 Ensure an adequate supply of fresh water to serve existing and future needs of the city.
- PFU-G-4 Ensure that adequate waste water treatment capacity is available to serve existing and future needs of the city.
- PFU-G-5 Promote the conservation of water within Los Banos.
- PFU-G-6 Meet the city's solid waste disposal needs, while maximizing opportunities for waste reduction and recycling.

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Introduction

Los Banos' General Plan 2030 articulates the aspirations of citizens, City staff, elected officials, and others who participated in its creation. This chapter outlines the purpose of the Plan, describes the planning process, and provides the reader a context in which to understand the Plan's overall organization and the guiding policies and implementing actions contained in individual elements of the Plan.

1.1 PURPOSE OF THE GENERAL PLAN

The Los Banos General Plan is a document required under State law and adopted by the City Council to address issues related to physical development and conservation of City resources. While the plan builds on input from city residents, it is not merely a compendium of ideas and wish lists. Plan policies focus on what is concrete and achievable in the planning period to 2030, and set forth actions to be undertaken by the City. Broad objectives such as “economic development”, “quality of life” and “neighborhood character”, are tailored in support of community goals united under one overarching vision—

that of a vibrant, safe, and attractive city with community character and an improved economy, new job opportunities, affordable housing, improved public services and facilities, an excellent circulation system, and a superb quality of life.

The Plan is both general and long-range. It is designed to be used on an ongoing basis as State law requires a variety of City regulations, requirements, and actions are consistent with the General Plan. Nonetheless, the General Plan does not, and cannot cover all aspects of City government. There are some instances where detailed studies are necessary before Plan policies can be implemented.

Thus, the Los Banos 2030 General Plan serves the following purposes:

- It outlines a long-range vision that reflects the aspirations of the community, and provides steps to achieve this vision;
- It establishes long-range development policies that will guide the Planning Department, Public Works Department, Redevelopment Agency, Planning Commission, Airport Advisory Commission, Parks and Recreation Commission, Traffic and Safety Committee and City Council decision-making;

- It provides a basis for judging whether specific development proposals and public projects are in harmony with plan policies;
- It allows City departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve environmental resources, and minimize hazards; and
- It provides the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance, subdivision regulations, specific and area plans, and the Capital Improvement Program.

WHY THE PLAN IS BEING UPDATED

General plans look out 20 years or more in the future and are typically revised every 10 years. Los Banos last adopted a General Plan in 1999. Since then, there has been extraordinary growth in the City, far exceeding the expectations and provisions made in the previous plan. A number of State and federal laws guiding Plan policies have also been updated recently. As such, there is a need to take stock of the existing situation and plan for sustainable development in line with a vision. The General Plan 2030 focuses on meeting current community requirements and future needs. It is forward looking and is designed to address the challenge of accommodating growth while enhancing Los Banos' quality of life and protecting the environment.

Many issues not covered in earlier plans are addressed here. These include how to enhance Downtown as a vibrant center, build a diversified job base, provide sites for housing and mixed use development, and prepare a plan for natural hazards mitigation planning. The General Plan is comprehensive and integrates many key ideas from developments and programs occurring since 1999, such as the 2004

Housing Element, 2009 Draft Housing Element and the 2005 Rail Corridor Master Plan. As Los Banos passed into its centennial year in 2007 (the City was incorporated in 1907), it was most appropriate for the City to take stock of its rich history and look to possibilities held by the future. Updating this General Plan represents a step towards actualization of those possibilities.

PLAN PREPARATION PROCESS

The General Plan update was initiated in the fall of 2005. To help prepare this General Plan, a General Plan Advisory Committee (GPAC) was formed. This committee was charged with serving as ambassadors to the community during the preparation of the new Plan, helping identify a vision for the future, and reviewing and commenting on interim products prepared by the project consultants. The GPAC included representatives from the Los Banos Planning Commission and City Council, governmental and non-governmental organizations, and local citizens residing in the Planning Area.



Community Workshops were held to learn about issues, identify a vision, and obtain feedback on preliminary proposals.

The GPAC met on a frequent basis to address concerns and guide the planning process. A number of community meetings were held, one in December 2005 to discuss city concerns and to conduct a visioning exercise, one in April 2006 to present sketch plan designs, and another in June 2006 to discuss a preferred plan. In the fall of 2006, the Committee received circulation systems planning concepts and traffic modeling, and in January 2007 the committee discussed economic development opportunities. In May 2007, the Committee reviewed and commented on new policy initiatives prepared for the General Plan and in February 2008 a public hearing was held at the Planning Commission. Staff met with interested organizations such as the Grasslands Water District and Los Banos Unified School District to mitigate their concerns. Finally, an additional GPAC meeting was held in November 2008.

During community workshops, discussions were organized in small groups and Spanish translated materials were made available to allow broad participation. A wide variety of viewpoints were expressed by participants from all segments of the community. Public feedback at these workshops and those expressed indirectly through GPAC meetings have been incorporated into the planning process and helped shape the policies and implementing actions. Additionally, special stakeholder interviews were also held to formulate draft policies. Finally, in order to update the community on the planning process, a number of newsletters were prepared and distributed to residents in Los Banos. All of the documents, maps, and meeting agendas were also made available for public download through the City's website at www.losbanos.org.

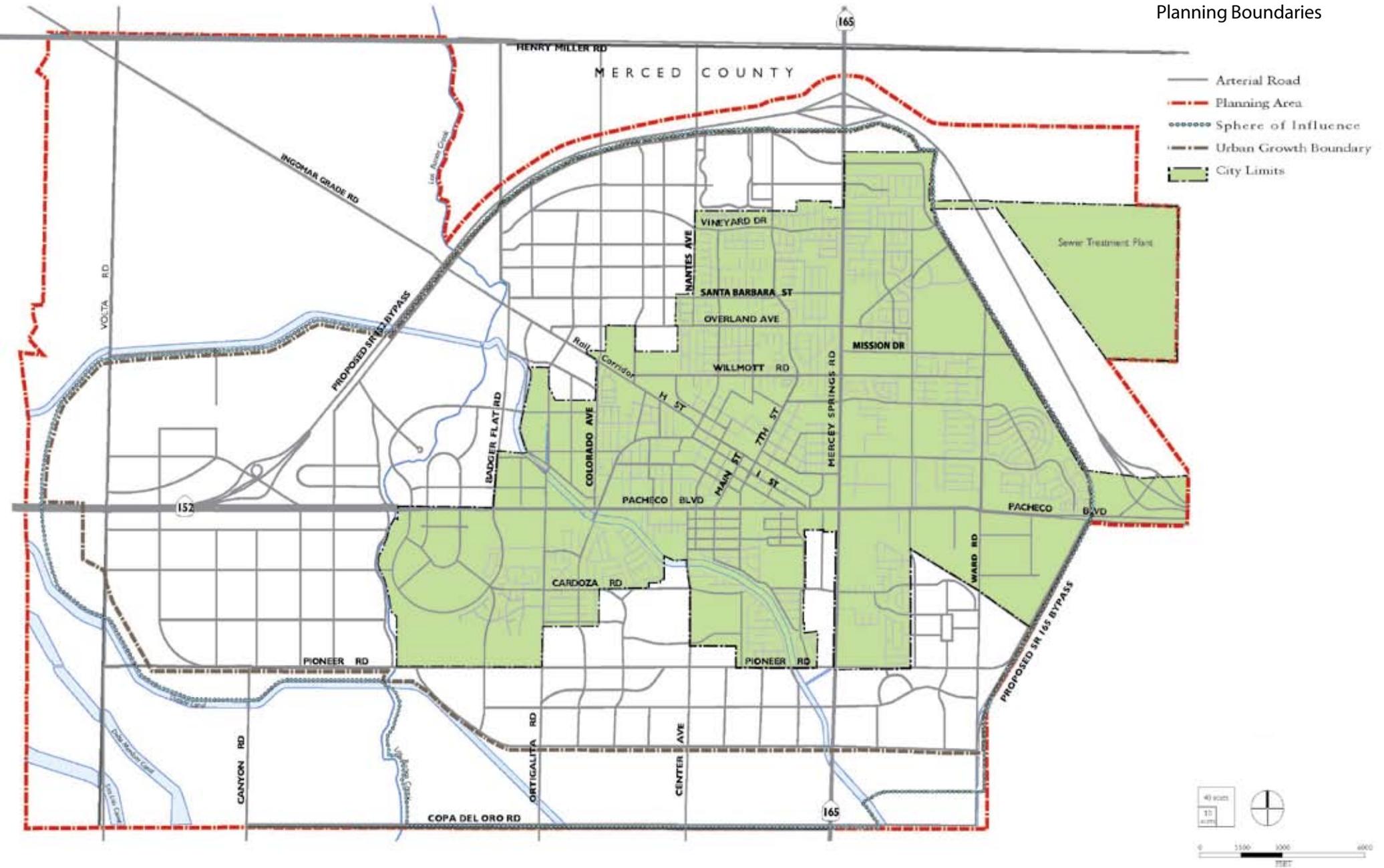
1.2 PLANNING BOUNDARIES

The City of Los Banos is situated within western Merced County, in the northern portion of the San Joaquin Valley. The City is conveniently located in the center of California, near the junction of California State Route (SR)-152 and Interstate 5, approximately 120 miles southeast of San Francisco, 83 miles northeast of Monterey and 72 miles northwest of Fresno. Los Banos is the second largest City in the County and borders the communities of Dos Palos, Gustine, Volta, and Santa Nella. The San Luis Reservoir State Recreation Area is west of the Planning Area. Various State and federal wildlife areas and refuges surrounding the Planning Area include the Volta State Wildlife Area to the northwest, the Los Banos Wildlife Area to the northeast, and the Mud Slough Wildlife Area to the east. The Planning Area is bordered by the Grassland Ecological Area (GEA).

Figure I-1
Regional Setting



Figure I-2
Planning Boundaries



PLANNING BOUNDARIES

Under State law, the City can establish a Planning Area that consists of land within the City and, “any land outside its boundaries which, in the planning agency’s judgment, bears relation to its planning.” Including land outside City limits does not necessarily mean that Los Banos is considering annexation, but just that they have a bearing on the City’s long-term planning.

Planning Area

The Los Banos Planning Area encompasses just about 22,000 acres of land. This Planning Area is slightly smaller than that set forth in the 1999 General Plan (23,400 acres), as a result of pulling it in from the south and east to foster more compact development and protect farmlands. The Planning Area includes agricultural land and residential, commercial and industrial developments as well as public facilities, including parks, schools, and the Waste Water Treatment Plant.

Urban Growth Boundary

The General Plan Land Use Diagram (Figure 3-2) on page 3-6 depicts an Urban Growth Boundary (UGB) representing land that is appropriate for and likely to be needed for urban purposes up to the year 2030. The UGB is shown in Figure 1-2. The primary purpose of the UGB is to promote compact urban development and protect surrounding agricultural land. Prior to urbanization, rural uses, including farming, are encouraged on land inside the UGB but outside current city limits. The UGB includes approximately 13,000 acres or a little over 20 square miles.

Sphere of Influence

Under State law, the Sphere of Influence (SOI) is defined as the ultimate physical boundary and service area of the City, beyond which urban development will not be allowed except for public parks and recreational facilities. In this General Plan the SOI is contiguous with the UGB in most areas. However, south of the Planning Area, the UGB contains the denser development, while the SOI extends to encompass rural agricultural land the City wishes to control as a green buffer with little or no development.

PLANNING IN CONTEXT:

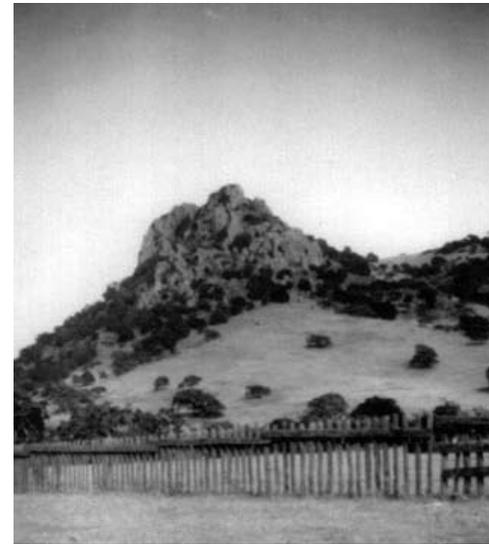
A BRIEF HISTORY OF LOS BANOS

Before its founding, the land on which Los Banos is now located was part of the Yুক্ত Native American hunting grounds. The wetlands in and around the area provided everything the native people needed, including salmon, sturgeon, and game such as elk and deer. For many years, the confluence of Bear Creek, Los Banos Creek, and the San Joaquin River with its large watershed, protected the region from early Spanish exploration. As such, the Yুক্তs were able to live in relative seclusion until the 18th century.

From 1808 to 1833, Spanish missionaries discovered the area when they moved over the mountains from Monterey Bay to look for grassy plains to nurture their stock. On one such visit, Franciscan Felipe Arroyo de la Cuesta discovered pools of water in a creek bed that flowed into the San Joaquin Valley. On account of these pools he named the area “*Los banos*”, which meant “The Baths”.

The Gold Rush of the 1830s-1840s brought miners, herders, and ultimately settlers and homesteaders to the Valley. Henry Miller arrived from Germany in 1847. With only five dollars in his pocket, he started a series of successful cattle ventures and acquired land around Los Banos. He created an irrigation system, introduced cotton and rice farming, and brought railroad to the area. He is honored today as one of the town's founders and has a park named after him.

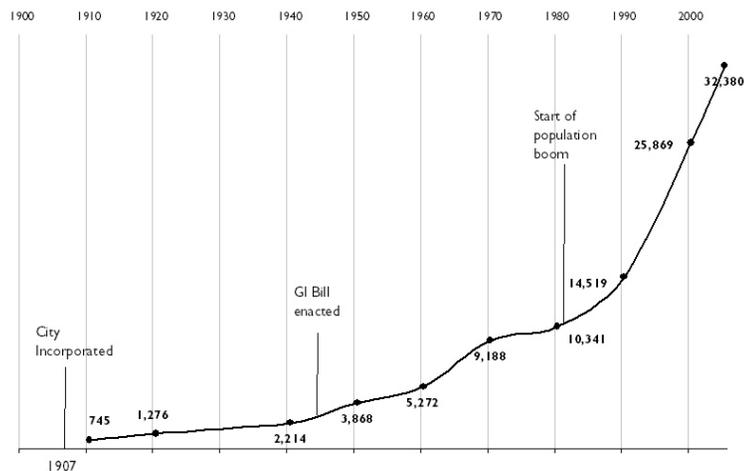
Los Banos' population began to grow more quickly after World War II owing to returning veterans and highway construction. A series of irrigation and dam projects in the 1960s brought farmers in search of arable land. From 1970 to 1985, population growth began to stagnate. The City had reached a point where agriculture was no longer a growth factor. Fortunately, Los Banos is close to major employment centers in the Bay Area. Regional dynamism from 1990 onwards fueled a population boom. Even today, many residents who moved to Los Banos were attracted by its low home prices and proximity to the San Francisco Bay Area.



Los Banos' Pacheco Pass in the early 19th century.

Figure 1-3

Los Banos' population from 1910 to 2005



1.3 GENERAL PLAN REQUIREMENTS

A city’s general plan has been described as its constitution for development—the framework within which decisions on how to grow, provide public services and facilities, and protect and enhance the environment must be made. California’s tradition of allowing local authority over land use decisions means that the State’s cities have considerable flexibility in preparing their general plans.

While allowing 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 affect 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. “Horizontal” consistency applies both to figures and diagrams as well as general plan text. It also applies to data and analysis as well as policies. All adopted portions of the general plan, whether required by State law or not, have equal legal weight. None may supersede another, so the general plan must resolve conflicts among the provisions of each element.

- **The General Plan Must Be Long-Range.** Because anticipated development will affect the city and the people who live or work there for years to come, State law requires every general plan to take a long-term perspective.

The Los Banos 2030 General Plan includes the seven elements required by State law: Land Use, Circulation, Open Space, Conservation, Safety, Noise, and Housing. It also includes these other optional elements that address local concerns: Public Facilities & Utilities and Economic Development, furthermore, the open space element has been expanded to include resources such as air quality. Table 1-1 outlines how the required elements and optional elements are incorporated into the Plan. An EIR was completed for the General Plan update and environmental issues, including air quality, were discussed and impacts were mitigated.

1-1: Correspondence Between Required Elements and General Plan Elements

Required Element	General Plan Element
Land Use	Chapter 3: Land Use
Circulation	Chapter 4: Circulation
Open Space	Chapter 5: Parks, Open Space and Resources
Conservation	Chapter 5: Parks, Open Space and Resources
Safety	Chapter 7: Safety
Noise	Chapter 6: Noise
Housing	Contained in a separate volume, adopted in August 2009

1.4 THEMES AND KEY INITIATIVES

Several ideas for the General Plan were identified and refined by the GPAC, based on input by the public, key stakeholders, and City officials and staff. As the plan took shape, these ideas were further refined into major objectives. The maps and policies in the General Plan are structured around the following seven initiatives:

Providing for balanced and sustainable growth. The Plan offers proposals to create and maintain a cohesive development pattern amidst the agriculture landscape, with clearly defined urban edges. An urban boundary is created to protect Los Banos' surrounding lands from sprawl, reduce the cost of extending costly infrastructure, and enhance the visual character of the City's edge. Land use policies are enacted to reduce incompatible land uses and ensure developments pay for their share of infrastructure, public facilities, and any environmental costs they might impose.

Creating new jobs to develop the local economy. City officials and residents alike recognize that if Los Banos is to continue as a desirable community, being simply a bedroom community to the Bay Area is not an option. The plan strives for more local jobs and an improved jobs/housing ratio. Land has been set aside in 'employment centers' at various parts of the city, and economic development initiatives have been proposed to help make Los Banos a desirable place to work and live.

Integrating neighborhoods and neighborhood centers. Another central idea in this General Plan is the concept of neighborhoods. Neighborhoods are the essential building blocks of good cities. Quality neighborhoods typically mean a quality urban environment. Balanced neighborhoods include a mix of residential opportunities



Creating more parks families can enjoy is a key components of the General Plan.



The General Plan provides for more retail opportunities for Los Banos residents.

and include activities and facilities that are used on a frequent basis—such as schools, stores and parks. Land uses are designated to ensure balanced neighborhood development with a mix of uses and housing types, provision of parks and schools, and easy access to commercial activity centers.

Creating a network of parks and open space. In addition to neighborhood and community parks, the General Plan proposes an interconnected network of pathways and trails. This system is envisioned to connect neighborhoods to one another and also to create a pedestrian or bikeway linkage between parks, schools, neighborhood commercial centers, downtown, and employment centers.

Creating a safe, efficient, and attractive circulation system. The Plan establishes a comprehensive set of principles and policies to enhance the existing system and promote a well-integrated and coordinated transit network and safe and convenient pedestrian and bicycle circulation. Also, this plan proposes a system of plantings, trees, and other amenities to add pleasant visual character to Los Banos' streets.

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

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

State law now requires General Plans to include consideration of environmental justice in preparing policies and implementation programs, and in creating the physical framework for development. The problems of environmental justice that the General Plan can address include procedural inequities and geographic inequities.

- **Procedural inequities** occur when the planning process is not applied uniformly. Procedural inequities might include “stacking” commissions or committees with individuals who ignore the interests of minority and low-income residents, holding meetings at times and places that minimize the ability of low-income residents to participate, using English-only communications when non-English speaking populations may be affected by land use decisions, and requiring lower levels of mitigation for projects affecting low-income and minority populations.
- **Geographic inequities** occur when the burden of undesirable land uses are concentrated in certain neighborhoods while the benefits of those land uses are received elsewhere. Geographic inequity can also result from the lack of provision of amenities proportionately across all neighborhoods. Geographic inequities might include when waste disposal facilities are located disproportionately in one neighborhood while the benefits accrue to the entire community, or when fewer public services, transit services, or parks are provided for minority or low-income neighborhoods than for white or middle- and upper-income neighborhoods.

Several new policy initiatives, distributed throughout the General Plan, are included to address environmental justice.

1.5 DEVELOPMENT UNDER THE PLAN

Full development under the General Plan is referred to as “Buildout”. Although the General Plan applies a 21-year horizon, the Plan is not intended to specify or anticipate when buildout will actually occur; nor does the designation of a site for a certain use necessarily mean the site will be built within the next 21 years. What the General Plan does is to provide adequate land to accommodate anticipated housing and job needs in Los Banos through 2030. For a more detailed analysis of General Plan buildout, refer to the Land Use Element.

RESIDENTIAL DEVELOPMENT

Approximately 10,470 households currently exist in the Los Banos Planning Area. The General Plan is designed to incorporate some flexibility by providing slightly more land for residential units than projected. Based on average build out densities for new residential uses, the Plan accommodates 17,000 new households at an average household size of 3.44 through infill development as well as new development. In total, General Plan buildout will result in approximately 27,000 households in Los Banos.

BUILDOUT POPULATION

The 2030 General Plan will accommodate more than 90,000 people; this buildout reflects a moderate growth rate of just over four percent per year (see Table 1-2). The basic idea is to expand opportunities for residents to live and work in the community.

Most new residents will live in new residential neighborhoods surrounding the core of the city. The projected housing mix under the Plan is presented in Table 1-3.

1-2: Population, Households and Jobs at Plan Buildout

	Existing	Additional	Buildout	AnnualGrowth, percent
Population	36,198	54,202	90,400	4.1
Households	10,470	17,000	27,470	4.2
Housing Units	10,710	17,900	28,600	4.2

Population at buildout was calculated assuming 3.4 persons per household. For projected buildout, households equals 95 percent of all housing units (5 percent vacancy)

Source: Merced County employment data for year 2000; Existing Population from City of Los Banos.

1-3: Additional Housing Units by Type

Housing Type	Percent of Total	Total New Units
Agriculture/Rural	1.7	310
Low Density	67.1	11,790
Medium Density	30.1	5,640
High Density	0.8	150
Downtown Mixed Use	0.3	50
Total Units	100.0	17,950

Approved Development data are estimates only and will be updated once actual numbers are confirmed by the City.

BUILDOUT EMPLOYMENT AND JOBS/HOUSING BALANCE

Employment

The General Plan at full buildout will accommodate an additional 41,900 jobs. This employment growth would require a 10.2 percent per year growth rate, which may not be achievable. Based on historical trends, a more probable job growth rate is 6.3 percent reflecting the Plan’s economic development initiatives. At this rate, complete buildout of employment-related land should be reached around 2055. In other words, the General Plan provides for more employment-related land than is needed for employment at 2030. This gives the City more flexibility and a longer horizon when planning for economic development.

The assumptions for these estimates of buildout employment are presented in Table 1-4. They include a building intensity (FAR) multiplier used to calculate the potential commercial and industrial space in square feet that would be added, and a square feet per job multiplier to derive the future employment estimate.

Details on additional employment by land use category are presented in Table 1-5. Jobs from commercial and neighborhood center development compose 44 percent of additional employment for the plan. Office uses account for 22 percent, Downtown mixed use account for 1 percent, while Employment Park and industrial land uses account for the remaining 32 percent.

1-4: Employment Assumptions

Land Use Category	Gross Acreage	Building Intensity (FAR) ¹	Potential Buildup Space ² (Sq ft)	Employment Intensity ³ (Sq ft per Job)
Neighborhood Commercial	171	0.30	1,966,600	500
Commercial	768	0.25	7,356,700	500
Office/Professional	515	0.30	3,741,500	400
Employment Park	819	0.35	5,085,700	750
Industrial	509	0.30	4,989,100	750
Downtown Mixed Use	6	1.00	243,200	500

¹ A building FAR or Floor Area Ratio, calculates the total floor area of buildings on a certain location to the size of the land of that location.

² Calculated on a “net” basis, after deducting land needed for rights-of-way and easements.

³ This factor calculates the number of jobs a certain type of land use will accommodate. For example, Office/Professional land use is expected to create 1 job per 400 square feet.

1-5: Additional Private Sector Employment		
Land Use Category	Percent of Total	Total New Jobs
Neighborhood Commercial	9	3,900
Commercial	35	14,700
Office/Professional	22	9,400
Employment Park	16	6,800
Industrial	16	6,600
Downtown Mixed Use	1	500
Total	100	41,900

Job numbers are estimates only. Inaccuracies may arise from rounding.

Jobs and Housing Balance

A city’s jobs/employment ratio (jobs to employed residents) would be 1:1 if the number of jobs in the city equaled the number of employed residents. In theory, such a balance would eliminate the need for commuting. As shown in Table 1-6, the current jobs housing ratio in Los Banos is 0.41, which means the number of jobs in the City is less than the number of employed residents. This is because many local residents commute to areas outside Los Banos for work. As more jobs are added under the General Plan buildout, the jobs/housing ratio should rise. How much this would rise will depend on:

- How quickly local jobs are created and,
- The total number of employed residents in 2030.

Under a maximum job growth scenario, all land currently allocated for non-residential use is taken up by 2030. This would produce a total of 46,400 jobs and achieve a jobs/employment ratio of 1.43:1. In a more likely scenario, not all non-residential land will be developed. This would produce a jobs/employment ratio of 0.60:1.

It should be noted that it is important to work toward a jobs/housing balance not only on a city level, but also on a regional level to reduce reliance on automobiles and time spent on travel. Simply put, a more balanced job/housing ratio in Los Banos will contribute to a better environment for all.

1-6: Jobs per Employed Residents Ratios			
	Existing	Maximum Buildout ¹	Probable 2030 Development ²
Jobs	4,540	46,400	19,700
Employed Residents ³	11,100	32,500	32,500
Ratio	0.41	1.43	0.60

¹ Assumes all non residential land is developed by 2030, resulting in an annual job growth rate of 10.2 percent.

² Assumes job growth averages 6.3 percent per year.

³ Assumes employed residents to be 0.36 of total population based on current levels and population trends.

Source: Merced County, California Employment Development Department; U.S. Census.

1.6 PLAN ORGANIZATION

The Los Banos 2030 General Plan is organized into the following chapters:

1. **Introduction.** This includes General Plan objectives and key initiatives, State requirements, and requirements for administration of the Plan.
2. **Economic Development.** This chapter provides the economic framework for development in the City and outlines associated policies and implementing actions.
3. **Land Use.** This chapter provides the physical framework for development in the City. It establishes policies and implementing actions related to the location and intensity of new development and city-wide land use policies.
4. **Circulation.** This chapter includes policies and implementing actions to maintain efficient circulation. It identifies future street and bikeway improvements, and addresses alternative transportation modes and parking.
5. **Parks, Open Space, and Resources.** This chapter outlines policies and implementing actions relating to regional and local parks and recreational facilities and preserved open space. It also addresses policies and implementing actions relating to habitat and biological resources, water quality, air quality, and historic and archaeological resources.
6. **Noise.** This chapter includes policies and land use compatibility standards to limit the impacts of noise sources throughout the City.
7. **Safety.** This chapter addresses the risks posed by seismic and geologic hazards, flooding, as well as other topics, including solid waste management and recycling, hazardous materials, and emergency management.
8. **Public Facilities and Utilities.** This chapter outlines policies and implementing actions relating to schools, libraries, and institutions of higher learning. The chapter also addresses local utilities, such as water and wastewater.
9. **Implementation and Monitoring.** This chapter includes details on how the Plan will be implemented.

POLICY STRUCTURE

Each chapter of the General Plan includes brief background information to establish the context for policies in the chapter. This background information is followed by two sets of policies:

- **Guiding Policies** are the City's statements of its goals and philosophy.
- **Implementing Actions** represent commitments to specific actions. They may refer to existing programs, regulations, or funding arrangements, or call for establishment of new ones.

Together, these guiding policies and implementing actions articulate a vision for Los Banos that the General Plan seeks to achieve. They also provide protection for the City's resources by establishing planning requirements, programs, standards, and criteria for project review. Explanatory material or commentary accompanies some policies. The use of "should" or "would" indicates that a statement is advisory, not binding; details will be added in General Plan implementation. Where the same topic is addressed in more than one chapter, sections and policies are cross-referenced.

1.7 ADMINISTRATION OF THE PLAN

The General Plan is intended to be a dynamic document. As such, it may be subject to more site-specific and comprehensive amendments over time, amendments that may be needed to conform to State or federal law passed after adoption, or to eliminate or modify policies that may become obsolete or unrealistic over time due to changed conditions, such as the completion of a task or project, development on a site, or adoption of an ordinance or plan.

AMENDMENTS TO THE GENERAL PLAN

State law limits the number of times a jurisdiction can amend its General Plan to generally no more than four times in one year for a mandatory element, although each amendment may include more than one change. This restriction does not apply to optional general plan elements (Economic Development and Public Facilities and Utilities), or if the amendment is necessary to allow for the development of workforce housing or to comply with a court decision.

ANNUAL REPORT

The California Government Code requires City staff to “provide an annual report to the legislative body on the status of the general plan and progress in its implementation” (Government Code Section 65400(b)). This report must also be submitted to the Governor’s Office of Planning and Research and the Department of Housing and Community Development. It must include an analysis of the progress in meeting the City’s share of regional housing needs and local efforts to remove governmental constraints to maintenance, improvement, and development of workforce housing (Government Code Section 65583, 65584).

In addition, any mitigation monitoring and reporting requirements prescribed by the California Environmental Quality Act (CEQA) identified in the General Plan Environmental Impact Report (EIR) should be addressed in the annual report because they are closely tied to plan implementation. Finally, the annual report should include a summary of all General Plan amendments adopted during the preceding year and an outline of upcoming projects and General Plan issues to be addressed in the coming year, along with a work program.

2

Economic Development

Los Banos is committed to a healthy and vibrant economy. The City aims to provide quality jobs for its growing population, maintain a vibrant downtown, and ensure fiscal and financial balance. To achieve this, the City will work closely with both private and public sectors to attract new businesses. It also will provide sites for development, and strive to maintain a healthy supply of skilled labor. How this will be accomplished is addressed in the Economic Development Element of the General Plan. The guiding policies and implementing actions included in this Element are intended to assist the City in crafting a focused economic development strategy. They aim to maximize local strengths and opportunities, and at the same time, address weaknesses that may impair Los Banos' ability to compete regionally.

2.1 ECONOMIC VISION

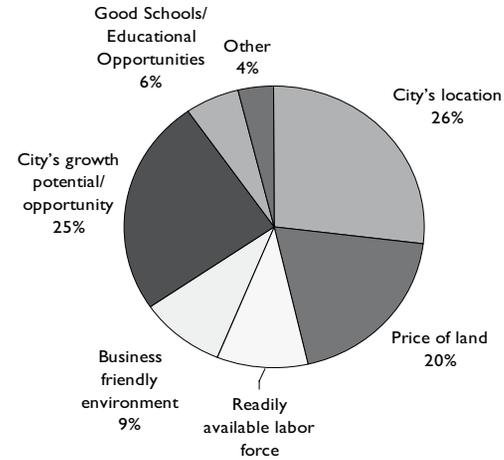
The General Plan recognizes that future growth must be guided by a vision that will help maintain Los Banos' special character. This vision includes a strong and vibrant downtown that is the pride of community, supported by a network of neighborhood commercial centers that serve the needs of nearby residents. A positive business climate will support the continued expansion of business, professional offices, and entertainment uses throughout the city. New business parks will accommodate manufacturing, processing, research and development, and office uses, providing a diverse mix of job opportunities. Los Banos Community College and other technical institutes will provide job training courses to match those needed by the local job market. New employers will be drawn to Los Banos because of its educated population, positive business climate, quality of life and its rising reputation as a pulsating economic hub in the San Joaquin Valley.

COMMUNITY SURVEYS

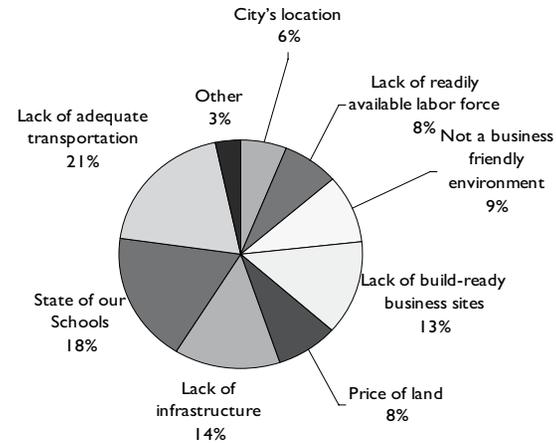
As part of the research for this economic development element, two surveys were conducted to assess Los Banos’ economic conditions and to collect community views on economic planning. The first was a community wide survey conducted in November 2006, and the second was a survey of economic development committee members, stakeholders, and other interested parties in January 2007. Together, these surveys provided valuable information about economic conditions on the ground and economic issues that are of concern to business leaders as well as residents.

Los Banos’ residents are generally satisfied with existing economic conditions. However, they also expressed a desire to see moderate to significant levels of economic development in the future. A vast majority of respondents thought that the City should attract high-tech businesses and light industries to Los Banos in view of the employment opportunities they bring. Retail businesses were also desired by many residents as current retail opportunities are viewed as limited. Many respondents highlighted the need for high wage jobs that would enable more of Los Banos’ educated workforce to work in the city rather than drive out of town. The city’s highly accessible location and its growth potential, is listed by Los Banos’ residents as its chief asset in attracting businesses. Conversely, residents worry that the state of Los Banos’ schools and the city’s lack of adequate transportation infrastructure are negative factors that may discourage businesses from investing or locating in the area. When asked about their concerns about economic development impacts, a vast majority of residents listed traffic as their primary concern, followed by impacts to schools, and Los Banos’ small town character.

The charts to the right showcase some of the survey results.



Community response to the question: "What do you think attracts business to Los Banos?"



Community response to the question: "What do you think might keep businesses from locating in Los Banos?"

2.2 LOS BANOS' ECONOMIC BASE

THE BEGINNINGS

Since its incorporation in 1907, Los Banos' economy has traditionally relied on farm products and agricultural services for revenue and jobs. Blessed with a hospitable climate and prime arable land, it was a major producer of milk products, tomatoes, dried fruit, nuts, cotton, melons and beef, as well as a supplier of sand for industry. The arrival of Kagome Foods, California Dairies and Ryan Pereira Company affirmed the city's position as an agriculture center in the Valley.

The importance of the agriculture industry, however, declined as the City grew. This is in line with a regional trend in which California agriculture on the fringe of growing communities is gradually replaced by high tech manufacturing or knowledge intensive industries. Migration increased sharply from 1980 onwards, spurred on by Los Banos' proximity to the San Francisco Bay Area, its low land cost and attractive natural environment. This increased population and economic activity is changing the face of Los Banos from a small community dependent on agriculture to a mid-sized city with a mix of businesses, retail, and services.

EXISTING EMPLOYMENT

The number of jobs in Los Banos increased dramatically in the 1990s. According to the U.S. Census, Los Banos had approximately 9,290 employed residents in 2000, representing a 64 percent increase over its 1990 total of 5,666 residents. The growth in employment by industry groups between 1990 and 2000 is summarized in Table 2-1.

2-1: Number of Employed Residents by Industry Group, 1990 to 2000

Employment by Industry (NAICS Classification)	1990	2000	Jobs Added	Percent Change
Agriculture and mining	789	801	12	1.5
Construction	349	824	475	136.1
Manufacturing and wholesale	764	1,599	835	109.3
Retail	1,318	1,292	-26	-2.0
Transportation and warehousing, and utilities	473	713	240	50.7
Information	n/a	192	192	192.0
Finance, insurance and real estate	201	230	29	14.4
Professional and management services	179	671	492	274.9
Educational, health, and social services	1,189	1,505	316	26.6
Arts, recreation, and other services	164	1,165	1,001	610.4
Public administration	240	298	58	24.2
Total	5,666	9,290	3,624	64.0

The classification system used by the Census changed from 1990 to 2000, and certain categories, such as 'Information', were added only in 2000.

Source: U.S. Census.

The fastest growing economic sectors, in terms of employment, are in professional services and in arts, recreation, and other services. The former increased over 270 percent, and the latter, over 610 percent from 1990 to 2000. This is likely caused by spillover effects of a population boom in that period.¹ With a larger resident population, demands for professional and business services, as well personal services such as food, entertainment, recreational, and other amenities likewise increased. Surprisingly, jobs in the retail industry declined over the decade. Nonetheless, retail jobs still represented a substantial share of total jobs, at 14 percent. The data also highlight the reduced importance of agriculture as an employment sector. While agriculture jobs grew by 1.5 percent, its share of all jobs dropped from 14 percent in 1990 to only 8 percent in 2000.

ECONOMIC STRENGTHS AND CHALLENGES

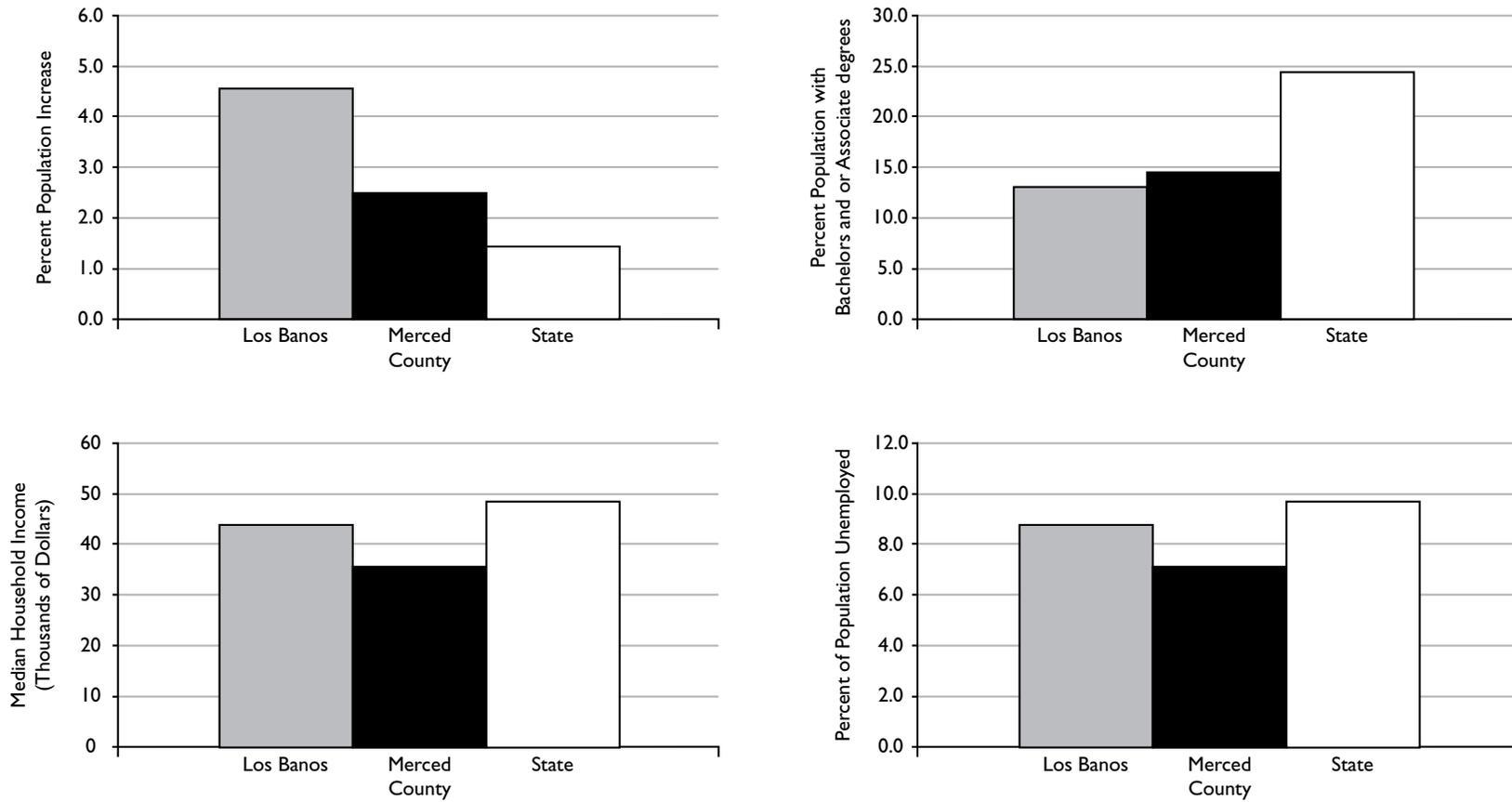
An assessment of existing economic strengths, weaknesses, opportunities and threats (SWOT) is a necessary step in the economic development process. Without knowing its characteristics and using this knowledge to narrow the focus of economic development, a city cannot meet its full potential. Conversely, a community that understands itself can take the greatest possible advantage of potential opportunities while formulating a plan to correct weaknesses. The following presents a SWOT assessment of Los Banos, gained from community surveys, stakeholder interviews, and an objective assessment of economic conditions.

¹ According to census data, the number of housing units in Los Banos grew by 59 percent from 5,070 to 8,070 in the ten year period. The California Department of Finance estimated the number of units to be 10,039 in 2005.

Strengths

- **Accessibility.** Los Banos is conveniently located and highly accessible to major urban centers. As such, it is particularly suitable for industries that rely heavily on ground transportation.
- **Supply of Sites.** Under the current General Plan 2030, adequate land has been zoned to accommodate employment growth through year 2030 and beyond.
- **Quality of Life.** Los Banos' community character and small-town feel is an asset that can be used to attract businesses as well as knowledge workers.
- **Higher Education.** Los Banos has a Community College, and is minutes away from UC Merced. Merced Community College, Los Banos Campus, has expressed willingness to work with the City and prospective industry to provide tailored vocational training to improve the local workforce.
- **Population Boom.** Growing cities such as Los Banos hold an edge over stagnant or declining cities. A population boom in the last decade has fueled construction activities and an increased need for retail and basic services. This condition is extremely attractive to potential investors.
- **Economic Development Strategy.** The City has an economic development program managed by the Redevelopment Agency. The program includes monthly site selector visits in and out of the state, partnership with the Central California Economic Development Corporation for extensive outreach and contracts with Merced County Economic Development Corporation for an assertive economic development strategy.

Figure 2-1: Economic Snapshot of Los Banos



Annual population increase are taken from 2004 to 2005, Unemployment figures are from 2005, Bachelors and Associate degree and Median household income are from 2000 Census.

Source: U.S. Census

Weaknesses

- **Workforce readiness.** Unemployment is high in Los Banos. Workers are generally unskilled, and the number of persons with college degrees is below national averages.
- **R&D Tradition.** There is a lack of knowledge intensive work or R&D tradition in Los Banos.
- **Specialty.** Nothing about Los Banos particularly stands out. To compete for investment dollars, Los Banos needs a marketing strategy centered on a “big idea”.
- **Lack of Economic Development.** At present, the City has no “business center”, the City website offers little information to investors.

Opportunities

- **UC Merced.** Los Banos may benefit from education-related services, such as administration, teaching and supporting jobs resulting from the opening of UC Merced.
- **Agriculture.** Los Banos can capitalize on its agriculture tradition by moving into high-end food processing.

Threats

- **Air Quality.** Low air quality in the Central Valley region may become a threat to quality of life.
- **NIMBY.** A “Not In My Back Yard” mentality may become a threat to development initiatives.

IDENTIFYING OPPORTUNITIES AND SOURCES OF GROWTH

The next step in formulating an economic strategy is to identify future opportunities and potential sources of growth. While economic modeling is by no means an exact science, a good picture can be found by:

1. Identifying comparative advantages of different industries;
2. Identifying existing strength of different industries; and
3. Identifying future growth based on employment forecast models.

Los Banos’ Competitive Advantage

To judge the relative strength of each industry in Los Banos, it is fruitful to compare them to data from a larger geographical entity (the County in this case). Table 2-2 presents employment makeup in year 2000 for comparison. According to census data, sectors that provide the most employment in Los Banos are *Manufacturing and Wholesale* (providing 17 percent of all jobs), *Retail* (14 percent), and *Education, Health and Social Services* (16 percent). Together, these three sectors account for nearly half of all jobs in the city.

Between 1990 and 2000, Los Banos was able to increase its capture of County employment from 8.5 percent to 12.3 percent. This roughly mirrors a similar trend in population growth where Los Banos also increased its share of population from 8.1 to 12.3 percent. Analyzing industries individually, the City shows definite strength in *Construction, Retail, and Transportation, Warehousing and Utilities*. A location quotient (LQ) of 1.0 and above generally signal basic activity, where local production exceed local demand and any excess is exported regionally. Such larger presence and higher concentration can translate into comparative advantages if these sectors are ear-marked for further development.



A population boom in the 90s through 2006 is largely responsible for a construction boom and growth in the services industries.

2-2: Number of Employed Residents in Los Banos and Merced County, 2000

Employment by Industry	City of Los Banos	Percent of Total	Merced County	Percent of Total	Location Quotient
Agriculture and mining	801	8.6	9,378	12.5	0.7
Construction	824	8.9	5,081	6.7	1.3
Manufacturing and wholesale	1,599	17.2	13,164	17.5	1.0
Retail	1,292	13.9	8,071	10.7	1.3
Transportation and warehousing, and utilities	713	7.7	3,620	4.8	1.6
Information	192	2.1	2,034	2.7	0.8
Finance, insurance and real estate	230	2.5	2,533	3.4	0.7
Professional and management services	671	7.2	4,547	6.0	1.2
Educational, health and social services	1,505	16.2	15,296	20.3	0.8
Arts, recreation, and other services	1,165	12.5	8,399	11.2	1.1
Public administration	298	3.2	3,198	4.2	0.8
Total	9,290	100.0	75,321	100.0	1.0

Location Quotient is the measure indicating the degree to which an area is specialized, relative to another area, in the production of a particular product.

Source: U.S. Census.

Understanding Components of Growth

Employment growth can be divided into three basic components: (a) A *national growth effect* which is the part of growth due to employment growth in the nation as a whole; (b) An *industry effect* which is the amount of growth the industries in the city would have experienced due solely to growth in that particular industry; and (c) A *local effect* which represents employment growth due to local conditions. How each local industry is performing relative to national or industrial trends can be seen when all three components are compared.

According to this analysis, Los Banos counted several ‘winner’ industries from 1990 to 2000. ‘Winner’ industries are defined as those that performed well over national standards in growing sectors. The *Construction* industry, for example, added 475 jobs, 42 of those driven by national economic growth, 34 by industry-specific growth, and the remaining 398 attributable to Los Banos’ local conditions. Likewise, *Professional and Management Services* would have added only 228 jobs if it followed national economic trends and industrial trends. A further 264 jobs were added due solely to local factors.

During the same period, several ‘Questionable winners’ can be identified. These are industries that performed well amid national or industrial decline. The *Manufacturing and Wholesale* sectors, *Retail*, and the *Educational, Health and Social Services* sectors all added jobs despite losing jobs elsewhere in the nation.

Implicit in this trend are two potential outcomes. In one scenario, growing local excellence places Los Banos in a stronger position to take advantage of future national or industrial growth, should they occur. In an alternative scenario, the City is “heading the wrong direction” should these industrial categories continue to decline in importance. The strong performance of local industries in categories that are declining nationally is thus questionable in a sense that their future is dependent upon national trends. Since Los Banos is too small to exert any influence on the national economy, it is more important to follow national trends than to go against them.

2-3: Components of Job Growth, 1990 to 2000

Employment by Industry	1990	2000	Growth Effect	Industry Effect	Local Effect	Jobs Added
Agriculture and mining	789	801	96	-386	302	12
Construction	349	824	42	34	398	475
Manufacturing and wholesale	764	1,599	93	-170	912	835
Retail	1,318	1,292	160	-448	262	-26
Transportation and warehousing, and utilities	473	713	57	-142	324	240
Information	0	192	0	0	192	192
Finance, insurance and real estate	201	230	24	0	5	29
Professional and management services	179	671	22	206	264	492
Educational, health and social services	1,189	1,505	144	-195	367	316
Arts, recreation, and other services	164	1,165	20	302	679	1,001
Public administration	240	298	29	0	29	58
Total	5,666	9,290	-	-	-	3,624

Growth effect is the contribution of national economic growth to local growth. Industry effect is the performance of industry nationwide subtracting national growth. Local effect is the local conditions that lead to better or worse than expected performance.

Source: U.S. Census.

Future Employment

Table 2-4 presents existing and expected future employment in Los Banos organized by industry groups for comparison. The number of employed residents is expected to increase to over 35,000 by 2030. Some economic sectors, most notably those in the *Retail* industry, the *Public Administration* industry, and the services industries, are likely to grow in response to the needs of a growing population. Others, such as *Manufacturing*, will respond to market demands of a broader geographic area. This later growth will be influenced by the degree to which city assets—central location, good transportation, affordable housing—are able to attract

business. *Agriculture* is expected to follow a regional and historical trend of decline unless specific economic initiatives are developed for this sector. Meanwhile, *Education* is expected to grow to meet the needs of a growing youth population in Los Banos. On the whole, the job market is expected to remain fairly diverse with job increases in every sector. Job growth will be highest in *Manufacturing and Wholesale, Retail, and Education, Health and Social Services*. An expanded employment base will expand opportunities for local residents and help to further stabilize the local economy.

2-4: Projected Number of Employed Residents, 2010 to 2030

Los Banos	2000	2005	2010	2020	2030	Percent Share in 2000	Expected Percent Share in 2030
Population	25,869	33,506	40,300	60,700	90,400	NA	NA
Households	7,721	10,092	12,100	18,300	27,200	NA	NA
Agriculture and mining	801	894	950	1,050	1,200	8.6	3.3
Construction	824	1,457	1,800	2,630	3,600	8.9	10.3
Manufacturing and wholesale	1,599	2,577	3,190	4,640	6,500	17.2	18.5
Retail	1,292	2,311	2,930	4,380	6,200	13.9	17.7
Transportation and warehousing, and utilities	713	1,033	1,270	1,800	2,500	7.7	7.1
Information	192	274	370	630	1,000	2.1	2.8
Finance, insurance and real estate	230	303	370	500	700	2.5	1.8
Professional and management services	671	722	960	1,570	2,400	7.2	6.9
Educational, health and social services	1,505	2,413	3,120	4,770	7,000	16.2	19.7
Arts, recreation, and other services	1,165	1,315	1,570	2,120	2,700	12.5	7.7
Public administration	298	464	600	940	1,400	3.2	4.0
Total	9,290	13,764	17,130	25,030	35,200	100.0	100.0

Employment forecast is based on a Shift-share of ABAG projections to give Merced County projections; this data is adjusted to fit probably trends, and then further projected for Los Banos using a constant share method.

Source: U.S. Census.

POTENTIAL GROWTH INDUSTRIES

Several industries are proposed for targeting based on their fit with City strengths, past performance, and future growth potential.

Education and Healthcare

The Bay Area region has one of the largest concentrations of education institutions and healthcare providers in the nation. With UC Merced nearby, and the Community College and Memorial Hospital within City limits, Los Banos is poised to take advantage of regional dynamism to become a world-class health care and education center. Even without the aid of development initiatives, the sector (including social services) is projected to provide jobs to nearly 20 percent of all residents by 2030. In addition to jobs, education and health care bring other positive spillovers. They add to the ‘quality of life’ and bring training opportunities to Los Banos. For example, acute and specialty hospitals, dental offices and pharmacists attract diagnostic labs, medical insurance companies, and provide training for a range of health care professionals. This in turn may attract pharmaceuticals, medical supply firms, bio-tech and R&D to Los Banos.

Manufacturing

Conventional wisdom suggests that manufacturing is disappearing in the United States. While it is true that globalization has increasingly outsourced component design and manufacturing to diverse geographic locations, the U.S. manufacturing employment has stayed roughly constant since the 1940s. Manufacturing is responsible for two thirds of all exports and accounts for a quarter of all U.S. economic output. Los Banos may be able to capture a share of the growth of light manufacturing due to its proximity to R&D hubs in the Bay Area, access to export harbors, and availability of low cost labor relative to

other Bay Area cities. The remarkable performance of manufacturing in Los Banos against a backdrop of national decline from 1990 to 2000 is a testament to this fact. Future prospects continue to look strong for Los Banos. Subsector activities that are particularly important to the Central Valley region include the manufacture of industrial machinery used in agriculture, electronic equipment for export, and transportation and logistics.

Agriculture Processing

Agriculture production was Los Banos’ economic cornerstone until the mid-1980s. Even today, farmers continue to grow tomatoes, citrus fruits, almonds, and raise cattle in areas surrounding the city. A significant number of jobs can be created if business operations can turn these raw commodities into processed food or other value-added products. The city’s location advantage, with half-day access to markets and export harbors, make this an attractive proposition for economic development. However, the abundant number of Central Valley cities adopting the same strategy means that Los Banos must work to complement, rather than compete against, regional cities. The City should identify niche markets it can enter (such as organic foods, specialty foods, farm implements, etc.) and continue to explore areas of cooperation with regional economic development organizations.



Light or medium manufacturing may be attracted by Los Banos’ half day access to major ports and abundant, cheap labor.

Advanced Logistics and Distribution

County jobs in logistics and distribution have increased over the years due to Merced County's central location and access to major highways. Truck load and volume continues to increase year after year. Los Banos could take advantage of this factor by improving cargo handling capacities and adopting advanced supply chain management technologies. Critical ingredients however, include adopting a strategic plan to improve technical and college education, improving transportation and telecommunication infrastructure, and continue increased marketing of the city's assets to businesses.

Construction

The construction industry is another industry where Los Banos has obvious comparative advantages. This sector may be target-developed with caution. While the sector performed remarkably well over the last ten years and continues to show good prospects, jobs in construction are usually low paying and driven by population booms. To make them sustainable in the long run, the City must help the industry upgrade its skills and expertise in specialized areas. For example, the creation of a pre-fabrication building materials industry—a logical step forward given the strength of local home-building—will increase job diversity and security by expanding the market. Potential sectors to focus on include building-supply businesses, 'dry construction' or prefabrication businesses, green building businesses (such as builders of green roofs and photovoltaic cells), and other businesses that can help capture a regional market.

2.3 FINDING ROOM TO GROW

The most important action the City can take for economic development is to make space available both for existing businesses to expand and for new businesses to locate in the community. To ensure an adequate supply of land, the City will need to plan in advance to anticipate business expansion potential and to attract new or added uses to the local economy.

FUTURE NON-RESIDENTIAL LAND NEEDS

The land use program of the Los Banos 2030 General Plan reflects the historic economic mix and takes into account the types of new jobs the region as a whole attracts, and the type of jobs that gravitate to Los Banos based on its capture of regional growth. The Plan provides for space to accommodate the kinds of employment economically suitable to Los Banos. During the time horizon of the General Plan—assuming continuing strong regional growth—it is reasonable to expect strong absorption of non-residential development.



Areas planned for employment and business parks will provide land for job growth.

The General Plan allows for significant commercial growth in areas as follows:

- **Office space**, up to 3.7 million square feet;
- **Retail and Commercial space**, up to 8.9 million square feet;
- **Industrial and Employment Park space**, up to 10.4 million square feet.

These increases in built space for employment will take place on lands not currently in urban use as well as on lands previously developed, but on which (through infill development and development in a new mixed use land designation) the existing intensity of development could increase.

2.4 CITY'S ROLE IN ECONOMIC DEVELOPMENT

Beyond ensuring sufficient land is allocated for growth, the City has an important role in promoting economic development and providing support for businesses. For example, by “streamlining” the design review, permitting and licensing processes, the City can make doing business less complicated, costly, and time-consuming. In addition, the City is also responsible for maintaining streets and other infrastructure, overseeing workforce training programs and housing development. Actions in these areas can help to create an attractive investment climate.

DEFINING AN ECONOMIC DEVELOPMENT STRATEGY

A coordinated economic strategy is essential to Los Banos’ economic development objectives. Such a strategy will include a managed program of fiscal development, strategic public improvements, and a balanced approach to land use. Instead of traditional approaches—such as providing tax breaks and other subsidies to attract businesses—Los Banos will focus on investing in workforce readiness, infrastructure development, and most of all, creating a superb quality of life. The development strategy will build on and reinforce initiatives already undertaken by the Merced County Economic Development Corporation (MCEDCO), and capitalize on technical assistance and grant funding provided by State and federal agencies. This element envisions the following key initiatives:

- **Sectoral targeting.** Cities that guide economic development through strategic sectoral targeting policies reap greater benefits and faster results than those that allow development without guidance. The key is to identify and attract economic sectors that have the greatest potential for job growth and wage increases, and whose development is compatible with the City’s vision in keeping Los Banos a vibrant, safe, and attractive place to live. Table 2-5 presents criteria to evaluate firms among targeted sectors.
- **Marketing.** City marketing is more than just a mere promotion of place. Marketing defines Los Banos’ image and increases its exposure to potential investors and the world at large. Adopting a marketing message can help differentiate Los Banos’ business environment from regional competitors, focusing on characteristics that make it a desirable business location.

2-5: Screening Criteria for Targeted Industries

Economic Characteristics	Firm Characteristics
Above-average wages	Telecommunication and transit-friendly
Employs local residents	Provides training to workers
Basic sector or primary engine of growth ¹	Creates few or no negative environmental effects
High productivity	Contributes to social equity ³
High-tech or knowledge-driven	
Large investment per employee ²	

¹ These businesses typically generate secondary uses and are export oriented.

² Businesses with larger local investment tend to be more permanent.

³ This may include providing for employee health insurance, childcare, and other needs.

- **Investment in infrastructure.** In addition to land, businesses look for ready infrastructure including water, sewer, road, power, and telecommunications, in their investment decisions. The City will seek to provide a modern, attractive, dependable, efficient and cost competitive infrastructure plan through investments and continued improvements.
- **Investment in human capital.** Human resources development assists economic development by making available a pool of trained workers for existing and new businesses. The City will take a role in improving college graduation rates and skilled labor through encouraging job training, workforce development, and life long education.

- **Improving the business climate.** A good business climate allows businesses to conduct their affairs with minimal interference while accessing quality high inputs and customers at low costs. The City will improve both the ease and the cost of doing businesses by simplifying permitting and other application procedures, reducing barriers to investment, and implementing local assistance programs as needed.
- **Improving Downtown.** Los Banos' Downtown has long been a center of retail in the surrounding area. The General Plan recognizes its historic role and potential value in serving economic goals of the City. An attractive and vibrant Downtown is an asset in attracting new residents and businesses. It helps create a favorable impression and instill confidence for investments. The new community center will also help.
- **Maintaining fiscal health.** Economic and other initiatives called for in the General Plan will have fiscal consequences for Los Banos. Increasing residential development and business activity will boost revenue sources. At the same time, rising demand for services and capital facilities will increase operating costs. The City must ensure revenue and expenditure achieve a healthy balance and a sufficient operating reserve is maintained at all times.

According to analysis, this General Plan is fiscally sound in the long run. Particular emphasis should be placed on future City efforts to:

- Maintain an active economic development effort to attract continuing nonresidential development as well as residential development over time;
- Maintain fiscal mechanisms (such as the Community Facilities District) that are already in place, and extend them to additional areas of the City where possible; and
- Monitor fiscal conditions continuously to provide early indications of potential revenue shortfalls or unanticipated cost increases.

With these efforts, implemented through the policies that follow, Los Banos will be able to achieve its economic development goals efficiently and effectively.

GUIDING POLICIES

- ED-G-1 Help create jobs and improve job quality for existing and future Los Banos residents.
- ED-G-2 Facilitate the development of new businesses, and/or expansion of existing businesses through site availability, infrastructure investment, and labor force preparedness.
- ED-G-3 Make Los Banos an ideal place to do business by fostering a business friendly climate.
- ED-G-4 Strengthen positive working relationships among the business community, education providers, regional economic institutions and City government.
- ED-G-5 Promote Downtown as a cultural and entertainment center to bring people downtown and stimulate business opportunities.
- ED-G-6 Foster a fiscally healthy City government.

IMPLEMENTING ACTIONS

Sectoral Targeting

- ED-I-1 Prepare an outreach strategy for targeted industries, focusing on:
 - Industries that indicate an interest in the San Joaquin Valley, Merced County, or Los Banos;
 - Industries whose labor requirements match the occupations and skills of the local labor force;
 - Businesses that rely on ground and air transportation;
 - Businesses that can add on to existing industrial clusters or firms;
 - Public or private enterprises appropriate to strengthening the health/education/services sector, or those that would improve the local quality of life; and
 - Partnership with area educational institutions to assist with training for a new workforce.
- ED-I-2 Continue to have economic development staff contact and visit target companies, including businesses, real estate brokers and site consultants.
- ED-I-3 In partnership with the Chamber of Commerce and Merced County Economic Development Corporation, continuously track local, state, and national economic trends to identify new candidate industries for Los Banos.

Marketing

ED-I-4 Create and market a unique city image that differentiates Los Banos from other locations.

Investment in Infrastructure

ED-I-5 Actively promote Los Banos as a place for business through the following:

- Continue to attend trade shows or other gatherings for industries that may contribute to a critical mass of demand for supporting businesses;
- Advertise in industry publications;
- Publish an inventory of assets that Los Banos offers in newsletters and on the web;
- Create materials to keep businesses and industry groups informed of services using electronic newsletter, postcards, and specialized promotional packages; and
- Prepare industry profiles with a typical operating cost pro forma to be used as a sample for business attraction.

Investment in Human Capital

ED-I-6 Create, maintain, or upgrade Los Banos' infrastructure to support economic development.

ED-I-7 Promote opportunities to develop executive housing.

ED-I-8 Actively recruit vocational institutions to locate in Los Banos, and support development of a vocational education certificate program at Merced Community College that can address the gaps for technical skills needed by the City's major industries.

ED-I-9 Actively recruit UC Merced staff and students to network with Los Banos for research, pilot, or training opportunities.

ED-I-10 Work with high schools, the Community College, UC Merced, and other educational providers to develop internship, mentoring and apprenticeship programs.

ED-I-11 Promote workforce retraining and lifelong education:

- Provide technical assistance to employers that send workers for skill upgrading or retraining.
- Encourage local educational providers to establish continuing education programs to meet the existing and foreseeable needs of local employers.

Improving Business Climate

ED-I-12 Improve the ease of doing business within the City to ensure the growth, development, and prosperity of Los Banos' business community by:

- Continuing to maintain an inventory of "ready to go" sites, with information about their location, size, configuration, infrastructure availability, zoning, and other data that indicates readiness for development;
- Continuing to provide businesses with assistant services, including visitation to existing businesses;

- Adopting a streamlined permit process and expediting permit decisions; and
- Creating a one-stop web portal for economic development.

- ED-I-13 Establish financing plans for existing businesses seeking to expand in Los Banos for whom payment of fees “upfront” may represent a major financial burden.
- ED-I-14 Continue to improve the city’s business incubator program to foster the development of local start-ups.

Improving Downtown

- ED-I-15 In partnership with the Chamber of Commerce, Downtown store owners and local hotels, encourage parades, festivals, celebrations, promotional sales and sporting events in Downtown that will draw visitors to the area.

Also see policies in Chapter 3: Land Use.

Economic Administration

- ED-I-16 Continue to work with regional economic development organizations to foster the economic health of the area.
- ED-I-17 Maintain the Economic Development Committee to advise the City Council and staff regarding economic development, redevelopment, employment, and housing issues.
- ED-I-18 Coninue to periodically survey the business community for evaluation of City services and improvement suggestions.

Maintaining Fiscal Health

- ED-I-19 Seek to maintain an operating reserve of not less than 50 percent of projected operating expense for the following fiscal year to assure that sufficient financial resources will be available in the event of sudden economic dislocations or general economic slowdowns.
- ED-I-20 Continue to identify, pursue and capture State, federal and other grants for economic development.
- ED-I-21 Assure current revenue sources can adequately finance the City’s capital and program initiatives, and at the same time, provide for maintenance of existing facilities or identify available revenue as needed.

2.5 SPECIFIC ECONOMIC POLICIES

Aside from general economic policies, which aim at elevating overall economic conditions for all residents, the City recognizes the need to establish a number of specific policies with more focused objectives. These policies typically have a shorter time range, are program-oriented, and are designed to satisfy a need not covered by general policies. In most occasions, specific economic policies are crafted in response to community feedback, economic surveys, or stakeholder interviews. They are intended to promote particular activities most urgently needed by Los Banos in the immediate future.

GUIDING POLICIES

ED-G-7 Seek and promote particular businesses or economic opportunities that provide needed local goods, services, employment, or those that enhance the city's physical and social well being.

- Providing clear signage on roads leading to points-of-interest on city maps; and
- Supporting special events, such as “Wild on Wetlands” and particularly multiple day events that celebrate the rich biological diversity around Los Banos.

IMPLEMENTING ACTIONS

ED-I-22 Investigate the benefits that senior communities may bring to Los Banos and, if appropriate, pursue development of such communities in appropriate locations.

ED-I-23 Promote youth related businesses and those that provide activities families can enjoy together.

ED-I-24 Explore the feasibility of creating an Auto Mall at the eastern or western end of Pacheco Boulevard, near the 152 bypass intersection.

ED-I-25 Establish Los Banos as a tourism destination through promoting activities associated with the O'Neil Forebay, Grasslands Ecological Area, and other points-of-interest around the city. Specific initiatives may include the following:

- Promoting commerce associated with the O'Neil Forebay as a summer recreation area, and the Tule Elk Reserve for wildlife viewing;
- Promoting commerce associated with private recreational activities within the Grasslands such as wildlife viewing and hunting;
- Establishing easy access to visitor information in the city;

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3

Land Use

This element of the General Plan constitutes the framework for land use planning in Los Banos to the year 2030. To provide a context, the evolution of the City is described and existing land use in the City is summarized. The guiding principles of the land use framework, the General Plan Diagram, the land use classification system, and the buildout of this Plan to the year 2030 are then presented. The heart of the element, guiding policies and implementing actions, is intended to set the land use framework into motion and shape development for the next 21 years.

3.1 EXISTING LAND USE

Much of the existing land use pattern found in the Planning Area can be traced back to Los Banos' evolution as an agriculture center within the Central Valley. Downtown is characteristic of an older central business district, incorporating a mixture of retail, public facilities, and older residential neighborhoods. Larger commercial, agriculture and newer residential neighborhoods are located further out from Downtown. Some industrial land is located adjacent to SR-152 and H-Street (Old Union Pacific Rail). Parks and schools are distributed throughout residential neighborhoods within the city.

As shown in Table 3-1, single family residential land is the most significant use of incorporated land, occupying roughly 1,675 acres and comprising 31 percent of land within the existing City Limits. Multi-family residential is the second most significant residential land use within the incorporated area, comprising 56 acres. While agricultural land comprises 842 acres or 16 percent of the land located within the incorporated area, it comprises up to 70 percent of the land located within the entire Planning Area. Government land is another prominent land use within City Limits, occupying approximately 1,161 acres or 22 percent of the incorporated land, with the Los Banos Municipal Airport and Wastewater Treatment Plant comprising large portions of this land.



Typical single family residential neighborhood.

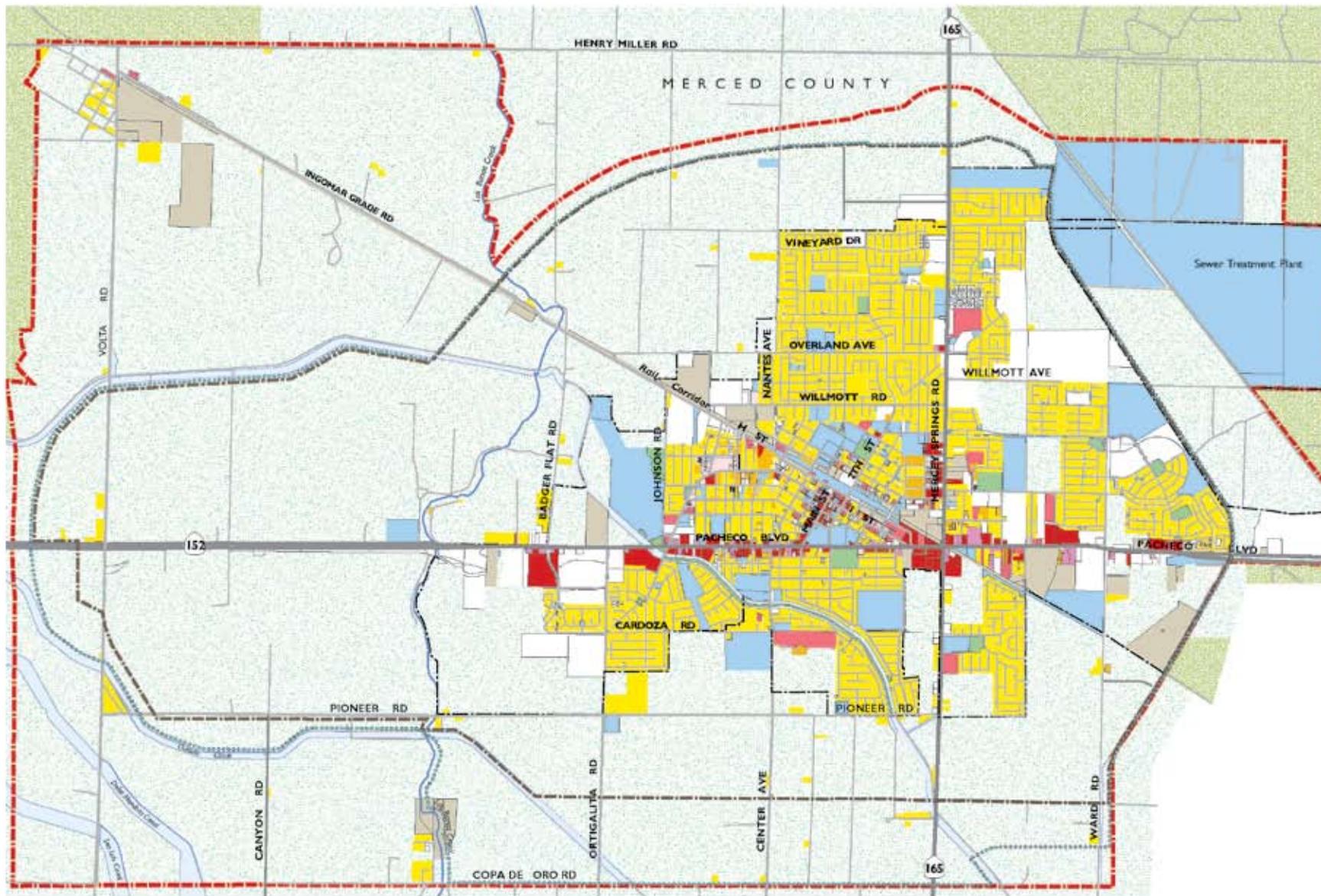
3-1: Existing Developed Land Uses within Planning Area

Land Use	Incorporated		Unincorporated		Planning Area ¹	
	Acreage	Percent	Acreage	Percent	Total Acres	Percent
Single Family Residential	1,675	31.1	207	1.4	1,883	9.2
Multi-Family Residential	56	1.0	5	0.0	61	0.3
Commercial	153	0.8	1	0.0	154	0.8
Neighborhood Commercial	80	1.5	27	0.2	107	0.5
Service Commercial	36	0.7	0	0.0	36	0.2
Public	1,161	21.5	545	3.6	1,705	8.4
Industrial	297	5.5	231	1.5	528	2.6
Professional Office	24	0.4	0	0.0	24	0.1
Parks	80	1.5	0	0.0	80	0.4
Agriculture	842	15.6	13,508	90.0	14,351	70.3
Other	19	0.3	44	0.3	63	0.3
Canal	77	1.4	400	2.7	477	2.3
Vacant\Unassigned	887	16.5	47	0.3	934	4.6
Total	5,387	100.0	15,015	100.0	20,401	100.0

¹ Areas of the Planning Area is used for transportation facilities (highways, roads, streets, and railroads) are not counted.

Source: Merced County Association of Governments

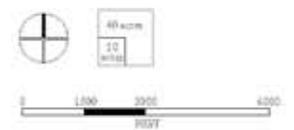
Figure 3.1-1
Existing Developed
Land Uses



- Single Family Residential
- Multi-family Residential
- Commercial
- Neighborhood Commercial
- Service Commercial
- Office/Professional
- Industrial
- Civic/Institutional
- Parks, Trails & Open Space
- Agriculture/Rural
- Grasslands Ecological Area
- Vacant

- Planning Area
- Sphere of Influence
- Urban Growth Boundary
- City Limits

Source:
City of Los Banos



The Downtown District is located between the Union Pacific rail corridor and Pacheco Boulevard; it is surrounded by older residential neighborhoods, commercial uses, schools, and parks. The major commercial land uses are located along two State routes. Some industrial land is located in close proximity to the Union Pacific Railroad and Los Banos Municipal Airport. Parks of various sizes are distributed throughout the city, often in close proximity to schools.

3.2 GENERAL PLAN DIAGRAM

The land use framework of the General Plan is illustrated in the General Plan Diagram (Figure 3-2). It designates the proposed general location, distribution, and extent of land uses through buildout. As required by State law, land use classifications—shown as color/graphic patterns, letter designations, or labels on the diagram—specify a range for housing density and building intensity for each type of designated land use. These density/intensity standards allow future street improvements and public facility needs to be determined.

The Diagram is to be used and interpreted only in conjunction with the text and other figures contained in the General Plan. The legend of the General Plan Diagram includes the land use classifications described below. The Diagram is not parcel-specific, and uses on sites less than one acre in size are generally not depicted.

LAND USE FRAMEWORK

The General Plan Diagram illustrates the following ideas:

- **Clearly Defined Urban Edges.** As depicted on the General Plan Diagram, all development is planned to occur within the Urban Growth Boundary.
- **Economic Development and Jobs.** A significant amount of land is set aside for job-related land uses. Areas designated “Office and Professional”, “Employment Park”, and “Industrial” accommodate uses that will provide employment opportunities for existing and future residents.
- **Integrated Neighborhoods and Neighborhood Centers.** The General Plan Diagram depicts a *network* of neighborhoods; they are all walkable and include community facilities such as parks and schools, and have a central focal point. The diagrams show how these neighborhoods are related to each other and to neighborhood centers and shopping areas.
- **A Mix of Housing Types.** Three types of residential density ranges are depicted on the Diagram. These will accommodate a full range of housing types and prices to provide housing choice.
- **Enhanced Community Character and Aesthetics.** The physical character of Los Banos will be enhanced through compact design, pedestrian-oriented circulation, neighborhood-centered activities, and environmental sensitivity. The arrangements of land uses on the General Plan Diagram create a framework within which quality community design is possible.
- **Parks.** A system of neighborhood and County parks and trails are depicted on the General Plan Diagram. Medium and High Density residential uses are often situated adjacent to these parks, which will provide amenities to nearby residents.

- **A Network of Open Space.** All of the Parks and Open Space uses are linked by a system of parkways, bikeways, and roadways.
- **A Range of Commercial and Retail Opportunities.** The General Plan provides for the full range of commercial and retail uses needed for the future population and business community. Regionally-oriented establishments are placed on major roadway corridors; community- and neighborhood-oriented uses are placed within planned communities and neighborhoods.
- **Adequate, Flexible School Sites.** New school sites are proposed to accommodate future students. The sites depicted on the General Plan Diagram are intended to relate well to adjacent uses, such as neighborhood focal areas and park sites. It should be noted that school site locations can be adjusted if the School District chooses not to locate in those areas and the land will be designated as its surrounding uses.

DENSITY/INTENSITY STANDARDS

The General Plan establishes density/intensity standards for each use classification. Residential density is expressed as housing units per gross acre (including public streets and other rights-of-way). Maximum permitted ratio of gross floor area to site area, called Floor Area Ratio (FAR), is specified for non-residential uses. FAR is a broad measure of building bulk that controls both visual prominence and traffic generation. It can be clearly translated to a limit on building bulk in the Zoning Ordinance and is independent of the type of use occupying the building.

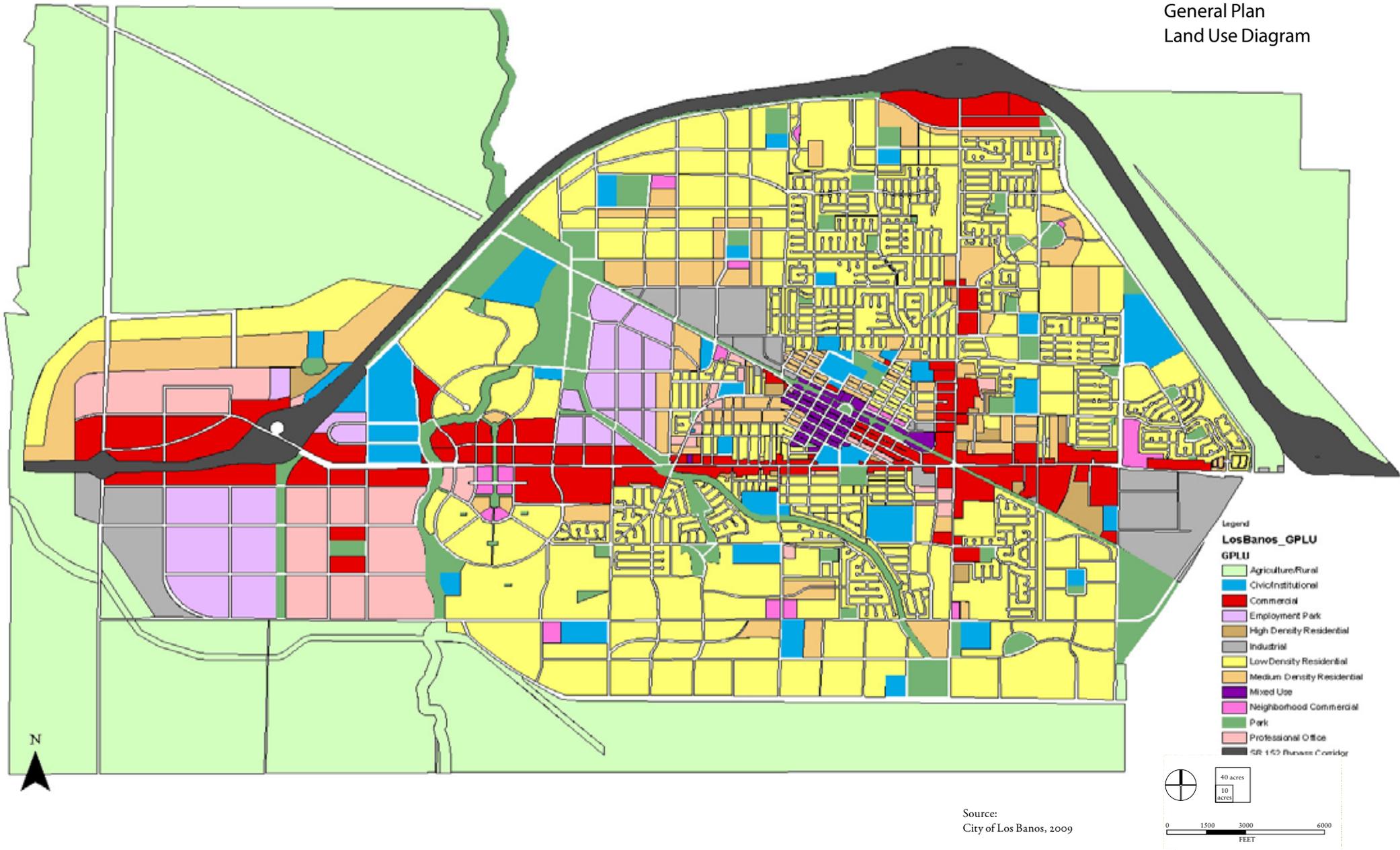
Density (housing units per acre) and intensity (FAR) standards are for gross developable land (that is, including proposed streets and other rights-of-way), but excluding areas subject to physical or environmental constraints, which include ridgelines and steep hillside slopes, creek corridors and floodways, and areas to be dedicated for greenways or habitat protection. The density/intensity standards do not imply that development projects will be approved at the maximum density or intensity specified for each use. Zoning regulations consistent with General Plan policies and/or site conditions may reduce development potential within the stated ranges.

The Zoning Ordinance will provide specific exceptions to the FAR limitations for uses with low employment densities, such as research facilities, or uses with low peak-hour traffic generation, such as a hotel or hospital. Intensity standards for non-residential and mixed-use development are for each entire development site; that is, intensities on individual parcels may exceed the maximum, provided each overall development project does not exceed the stipulated intensity.

LAND USE CLASSIFICATIONS

The following descriptions apply to land uses indicated on the General Plan Land Use Diagram. Land use classifications are organized into the following categories: Residential, Mixed Use, Commercial, Office/Industrial and Public/Open Space. These land use classifications are meant to be broad enough to give the City flexibility in implementing policy, but clear enough to provide sufficient direction to carry out the General Plan. The City's Zoning Ordinance will contain more detailed provisions and standards. More than one zoning district may be consistent with a single General Plan land use classification.

Figure 3-2
General Plan
Land Use Diagram



Residential

Low Density Residential. This designation is intended for single-family development on lot sizes found in more urban settings. Development intensities range from 2 to 6 units per net acre, and an average density of 4 units per net acre is used for buildout projections.

Medium Density Residential. This designation is intended for small-lot single family low density apartment complexes and multiple-unit homes with typical lot sizes ranging from 2,000 to 5,000 square feet. Allowable residential density is between 7 and 18 units per net acre. The high range of this density is achievable with supportive development regulations and does not necessarily require multi-family development. An average density of 12 units per acre is used for buildout projections.

High Density Residential. This designation is intended for multi-family apartments and condominium development. Residential densities ranging from 12 to 30 units per net acre, with an average density of 20 units per acre used for buildout projections.

Mixed Use

Downtown Mixed Use. This designation is intended for mixed-use development, located downtown, allowing for a mixture of commercial, office, institutional, public/semi public, and residential uses. Maximum FAR for non-residential uses are 0.25 for retail, and 2.0 for office use, with a maximum of 18 dwelling units per acre. For buildout projections, an average density of 12 residential units per net acre and a non-residential FAR of 1.0 are used.

Rail Trail Corridor. This designation is intended for pedestrian oriented mixed use development located on the rail trail corridor allowing for a mixture of commercial, office, institutional, public/semi-public and residential uses.

Neighborhood Commercial. This designation is intended for a mix of neighborhood-scale commercial use that includes small-scale office space and small retail stores, including grocery stores that serve local neighborhoods. The FAR range for this use is between 0.25 and 0.6, with a typical buildout value of 0.3.

Commercial/Office/Industrial

Commercial. This designation is intended for large-scale commercial developments that serve both residents, visitors, and the surrounding region. Examples of this land use include: shopping centers, large-format retail, auto sales and travel-related services such as hotels, gas stations, and restaurants. These uses typically require excellent access to freeway interchanges. The FAR ranges from 0.25 to 0.60 with a typical value of 0.25 used for buildout estimates.

Office/Professional. This designation is intended for small-scale offices and campus-like office complex development, including professional and medical offices, and research and development (R&D) activities. This designation may also allow small restaurants, support services, and convenience retail activities. The FAR range for Office/Professional use is 0.25 to 0.60, with a typical FAR for build-out estimates of 0.30.

Employment Park. This designation is intended for a mix of light industrial, research and development (R&D)/high technology, office, commercial, and service uses. Typical uses might include office space and R&D/light industrial with limited customer access and support commercial services. Uses in this category are expected to have elements of architectural and landscape design. The FAR ranges from 0.25 to 0.50, with a typical value of 0.35 for buildout estimates.

Industrial. This designation allows primary manufacturing, R&D, wholesale and warehouse distribution, agricultural sales and services, and similar activities including those with outdoor facilities. It also accommodates warehousing and distribution, with support commercial services and ancillary office space. No large-scale retail uses are allowed to minimize land-use conflicts and provide support for commercial areas. The FAR range for Industrial use is 0.25 to 0.35, and the typical FAR for build-out estimates is 0.30.

The density and intensity (FAR) standards used in the General Plan are shown in Table 3-2.

3-2: General Plan Land Use Density Assumptions						
Land Use Classification	Density (units/net acre)			Floor Area Ratio (FAR)		
	Min	Typical	Max	Min	Typical	Max
Agricultural/Rural		0.05	0.1 ¹	0.01	0.01	0.05
Environmental Conservation						0.01
Special Use Park						0.05
Civic/Institutional						
Low Density Residential	2.0	4.0	6.0			
Medium Density Residential	7.0	12.0	18.0			
High Density Residential	12.0	20.0	30.0			
Downtown Mixed Use	-	12.0	18.0	0.50 ²	1.00	2.00
Neighborhood Commercial				0.25	0.30	0.60
Commercial				0.25	0.25	0.60
Office/Professional				0.25	0.30	0.60
Employment Park				0.25	0.35	0.50
Industrial				0.25	0.30	0.35

¹ 0.4 for cluster rural residential within proposed SOI.

² 0.25 for retail

Other

Grasslands Ecological Area. Land within this designation is considered an important resource that needs protection from urban development; it includes the Los Banos Wildlife Area.

Agriculture/Rural. This designation is generally intended for rural and agricultural land uses without municipal services. The typical development allows for large parcels with housing and agricultural related service buildings and uses an average density of 0.1 units per acre for buildout projections. Where applied to land within the SOI adjacent to residential development, clustered, very low density “executive” housing in a rural setting is allowed at an average density of 0.4 units per acre.

Parks. Public and private recreation sites and facilities at intensities of up to 0.05 FAR.

Civic/Institutional. This designation is intended for lands owned by public entities, including schools, administrative offices, corporation yards, and public facilities, including recycling centers, sewage treatment ponds, police and fire stations.

GENERAL PLAN BUILDOUT

Full development under the General Plan is referred to as “buildout”. When buildout will actually occur is not specified in or anticipated by the Plan, and designation of a site for a certain use does not necessarily mean that the site will be built/redeveloped with the time horizon of the Plan. Furthermore the airport zoning may prevent full buildout if the airport remains in its current location.

Table 3-3 shows the buildout acreage of the General Plan Diagram. Most areas that are planned for new development are residential in use, totaling about 4,270 acres.

3-3: Development Under the General Plan (Acres)

Land Use	Total Buildout	Percent of Total
Residential	4,270	12
Low Density Residential	3,670	11
Medium Density Residential	590	2
High Density Residential	10	<1
Mixed Use	180	1
Mixed Use	10	<1
Neighborhood Commercial	170	<1
Commercial/Office Professional	2,610	7
Commercial	760	2
Office Professional	520	1
Employment Park	820	2
Industrial	510	1
Others	10,370	30
Agriculture/Rural	7,820	22
Parks, Trails & Open Space	1,320	4
Civic/Institutional	490	1
SR-152 Bypass	750	2
Total	34,870	100.0

3.3 PATTERN OF DEVELOPMENT, GROWTH AND EXPANSION

The General Plan Diagram reflects the community’s desire to preserve and protect agricultural lands and retain the City’s small-town character. The policies presented in this section are intended to help Los Banos achieve growth in a sustainable manner. Specifically, a focused development pattern can be achieved through measures that control growth, manage infrastructure and services, and establish performance standards for different land uses.

GUIDING POLICIES

- LU-G-1 Promote a sustainable, balanced land use pattern that satisfies existing needs and safeguards future needs of the City.
- LU-G-2 Maintain a well-defined compact urban form, with a defined urban growth boundary and development intensities on land designated for urban uses.
- LU-G-3 Ensure that new development provides for infrastructure, schools, parks, neighborhoods shops, and community facilities in close proximity to residents.

IMPLEMENTING ACTIONS

Growth Management

- LU-I-1 Delineate an Urban Growth Boundary in the General Plan Land Use Diagram that is an area within which urban development will occur.

LU-I-2 Allow the Urban Growth Boundary (UGB) to be amended by the City Council by a majority vote, after holding a public hearing and making one or more of the following findings based on substantial evidence in the record:

- A natural or manmade disaster or public emergency has occurred that warrants the provision of housing and/or other community needs on land located outside the UGB;
- An objective study has determined that the UGB is preventing the City from providing its fair share of affordable housing, or regional housing, as required by State Law, and the City Council finds that a change to the UGB is necessary and the only feasible means to enable the City to meet these requirements of State law;
- The land subject to the change is immediately adjacent to developed land and water and sewer connections are available;
- There is no vacant land available within the UGB to accommodate the proposed development;
- It is not reasonably feasible to accommodate the proposed development by re-designing land within the UGB;
- The change is required to conform to applicable California or Federal law; and/or
- Project-level and cumulative impacts affecting environmental resources, particularly in the Grasslands Ecological Area (GEA), will be mitigated to less than significant levels.

LU-I-3 Seek LAFCO approval of a Sphere of Influence (SOI) line corresponding with the General Plan designation for the proposed SOI.

LU-I-4 Require contiguous development within the SOI unless it can be demonstrated that development of property which is contiguous to urban development is unavailable or economically infeasible.

LU-I-5 Adopt a Growth Management Program to monitor growth and ensure that timing of development of public facilities and utilities are in-step with development.

LU-I-6 Continue to work with the County on updating its land use policies, zoning, and subdivision regulations to accommodate city growth.

LU-I-7 Require preparation of a Master Development Plan prior to future development to guide development in the following subareas:

- The Business Opportunity Subarea
- Airport subarea

Also see Chapter 5: Parks, Open Space, and Resources, for policies related to open space and reservation of agriculture land outside the Urban Growth Boundary.

Development Mitigation

LU-I-8 Require new development to pay its proportionate share of the costs of public infrastructure, services and transportation facilities. This shall include parks, fire and police stations, schools, utilities, roads, and other needed infrastructure.

3.4 COMMUNITY DESIGN CONCEPTS

The City’s vision of becoming a premier community in the San Joaquin Valley will be achieved through quality urban design, with attention to neighborhoods, pedestrian-oriented shopping areas, and linkages between these uses. A variety of strategies are recommended to maintain and enhance Los Banos’ small town character. The following will address issues concerning overall citywide image, the design of neighborhoods, circulation patterns, and sustainable development.

GUIDING POLICIES

- LU-G-4 Preserve and enhance Los Banos’ neighborhood character and small town feel.
- LU-G-5 Reinforce the City’s image by protecting historical resources, strengthening focal points, improving streetscapes and the safety of neighborhoods.
- LU-G-6 Promote environmentally sensitive and sustainable design in new development.

IMPLEMENTING ACTIONS

- LU-I-9 Ensure that new residential development enhances Los Banos’ neighborhood character and connectivity by establishing standards in the Subdivision Ordinance.
- LU-I-10 Adopt design standards and update the Zoning Ordinance to ensure that new and infill development and associated infrastructure are compatible in scale and character with existing uses and historic structures and neighborhoods.

- LU-I-11 Implement design standards and guidelines for all types of development for use in the development review.
- LU-I-12 Promote pedestrian-oriented development in selected areas, including Downtown, neighborhood centers, and the Pacheco Boulevard corridor.
- LU-I-13 Require street trees on all public street frontages and adopt street tree guidelines that specify preferred species, spacing requirements and planting guidelines in coordination with the Urban Tree Foundation.
- LU-I-14 Establish a distinct design character for Pacheco Boulevard with signage, landscaping, designer lighting poles, and other visual cues to provide a celebrated entrance into the City.
- LU-I-15 Establish a design standard for the planned improvement to Pioneer Road from the Business Opportunity Area to Ortigalita Road.
- LU-I-16 To the extent possible, ensure that new public and private investment preserves, enhances, rehabilitates and celebrates local landmarks, buildings, neighborhoods, historic treasures, open spaces, cultures, and traditions that make Los Banos unique.
- LU-I-17 Promote development of child care facilities. Efforts will include:
 - Permitting child-care centers in all districts except Industrial zones;
 - Developing criteria for incentives for child-care

facilities, including density bonuses as per State law.

- LU-I-18 Ensure that developments incorporate safety concerns into the site, circulation, building design and landscaping plans through the design review process.
- LU-I-19 Facilitate environmentally sensitive development practices by:
 - Promoting the use of sustainable building materials in new developments;
 - Encouraging the purchase of locally or regionally available materials;
 - Encouraging passive solar design features;
 - Promoting the use of the U.S. Green Building Council’s LEED rating system; and
 - Creating Green Building Design Guidelines to be used in the development review process.
- LU-I-20 Continue to require undergrounding of utilities in all new development.

3.5 RESIDENTIAL AREAS

Los Banos today is surrounded by agricultural land and some of California’s most important wetland habitats. As such, one of the goals of the General Plan is to accommodate new growth while at the same time, keeping development compact to prevent premature annexation of agricultural land. This intention requires adopting policies that provide for efficient use of available land resources and compact development patterns. Guiding principles behind residential development and neighborhood organizing principles depicted on the General Plan Diagram include:

- **Mix of Housing Types.** The General Plan promotes a mix of housing types and ensures that no one area is unduly burdened by higher-density residences. Three categories of residential uses are planned: Low Density Residential, Medium Density Residential, and High Density Residential. Some residential development also may occur as part of a larger mixed-use project in office or commercial areas.
- **Medium-High Density Residential Development in Strategic Locations.** The Diagram locates Medium-High Density and High Density Residential development in transportation corridors, next to parks, community facilities, and schools, and in mixed-use neighborhood centers. Higher density development is also proposed on vacant and underutilized infill sites as well as on suitable sites likely to undergo long-term redevelopment.
- **Promotion of Low-Medium Density Small-lot Single-Family Dwellings.** Low-Medium Density small-lot development is encouraged in neighborhoods, where appropriate. These are likely to provide opportunities for many families to participate in the home-ownership market.



The General Plan aims to create well designed neighborhoods with a mix of housing.

BUILDING BETTER NEIGHBORHOODS

To foster community identity, the General Plan directs residential expansion in the new growth areas into neighborhoods. A neighborhood is defined as an area of over forty acres that includes a variety of complementary uses including neighborhood retail and restaurants, schools, parks and other needed services. Policies in the General Plan strive to promote the integration of new neighborhoods with existing urban development, and to preserve and enhance neighborhood connectivity with a continuous street network.

A neighborhood focal point would be a well-defined mixed-use center with neighborhood commercial uses and publicly-oriented uses and open spaces. On the General Plan Diagram, several of these centers are represented. Within these neighborhoods, the Plan designates sites for a range of housing types in close proximity to a neighborhood centerpiece, which may be a commercial development, a park, a school, or a mix of uses. The idea is that a larger number of residents can be brought closer to the neighborhood focal point, so they can bike or walk to these areas without having to rely exclusively on automobiles for local trips.

GUIDING POLICIES

- LU-G-7 Provide for residential development with strong community identities, appropriate and compatible scales of development, identifiable centers and edges and well-defined public spaces for recreation and civic activities.
- LU-G-8 Provide for a full range of housing types and prices within neighborhoods, including minimum requirements for small-lot single family homes, townhouses, and multi-family housing to ensure that the economic needs of all segments of the community are met.

- LU-G-9 Provide for a transition between higher density and lower density residential areas, or require buffers of varying size between residential uses and non-residential uses without restricting pedestrian and bicycle access.

IMPLEMENTING ACTIONS

- LU-I-21 Require a Master Development Plan for each designated neighborhood prior to any development.
- LU-I-22 Ensure new neighborhoods include a mix of housing types and community facilities and are oriented to a neighborhood center, with a land use mix as established in Table 3-4.

3-4: Land Use Allocations for Residential Neighborhoods (Individual neighborhoods will be 80-120 acres)

	Allowable Gross Acreage (Percent of Total)	
	Minimum	Maximum
Residential		
Low Density	35	60
Medium Density	15	25
High Density	10	25
Neighborhood Center	2	10
Civic/Institutional – Neighborhood-serving Facilities (e.g. elementary school, public safety facilities and community centers; the latter may be incorporated into Neighborhood Centers)	7	10
Parks and Recreation	(7 acres/ 1,000 residents)	--

- LU-I-23 Require a centrally located neighborhood square or “commons” within each residential neighborhood that will serve as a focal point for the surrounding neighborhood.
- LU-I-24 Ensure that the scale, operation, location, and other characteristics of community facilities, including parks, schools, child care facilities, religious institutions, other public and quasi-public facilities, enhance the character and quality of neighborhoods.
- LU-I-25 Require new residential development adjacent to established neighborhoods to provide a transition zone where the scale, architectural character, pedestrian circulation and vehicular access routes of both new and old neighborhoods are well integrated.
- LU-I-26 Require multi-family developments be planned near existing or projected neighborhood centers and open space, and be located within ¼ mile of any collector or arterial streets.
- LU-I-27 Continue to support and promote housing conservation and home remodeling, expansion, and updating to maintain the quality and improve the safety and aesthetic of housing stock.
- LU-I-28 Ensure developments for senior housing provide special consideration for accessibility options.

- LU-I-29 Establish zoning regulations for:
 - Appropriate density bonuses for developers meeting State criteria for affordable housing; and
 - An additional density bonus for projects undertaking elective off-site improvements (such as streetscape improvements) that further the City’s community design and/or open space objectives. This latter bonus cannot be combined with the affordable housing bonus. Off-site improvements directly resulting from a project’s impacts, as specified in the Zoning Ordinance, may still be required; the bonus is intended for improvements that go beyond the required minimum.
- LU-I-30 Establish zoning regulations to permit second units, small family daycares, and residential care homes on residentially zoned parcels in accordance with State law.

3.6 RETAIL AND COMMERCIAL CENTERS

Los Banos’ commercial development provides goods, services, and employment opportunities for both local residents and people from surrounding communities. Organizing uses into retail and commercial ensures a diverse range of opportunities are easily accessible to all residents. The Plan provides for three categories of retail and commercial centers: Neighborhood centers located closer to where people live and designed with the pedestrian in mind, regional retail centers that serve both City residents and people from surrounding communities, and a Downtown mixed use center representing the cultural, historical, and economic heart of Los Banos.

NEIGHBORHOOD CENTERS

A neighborhood center is typically located on an accessible, main transportation artery and is composed of low-scale commercial land uses that provide goods and services to the local community. Services found at a neighborhood center may include grocery retail, cafeterias, drycleaners, post office, bank, and other small businesses. It is often surrounded by higher density housing, which helps to support ridership for a transit stop. To assist local small business owners and ensure that a diverse range of neighborhood activities are available and easily accessible to residents, the General Plan provides sites for several neighborhood-oriented centers in both new and existing areas. Implementation of the Plan would bring a substantially increased population within a convenient distance of a neighborhood center.



Neighborhood centers will serve the local community.

REGIONAL RETAIL CENTERS

Since Los Banos attracts shoppers from a large region, and stores in one part of the city are often frequented by residents from other neighborhoods and shoppers traveling through the city, regional centers are critical in shaping the identity and image of the city itself. Shopping opportunities typically found in regional retail consist of national retailers such as Macy's, Wal-Mart, Target, Lowes or Home Depot. These centers are planned along major transportation corridors to be highly accessible to both local as well as regional residents. To ensure the viability of the proposed retail regional centers, land designated for new commercial uses corresponds closely to the anticipated need over the planning period.



Regional retail on SR-152 will serve local needs as well as customers from outside the City.

DOWNTOWN

Los Banos’ Downtown is the historical heart of the city. Located on a few blocks surrounding Main Street, the Downtown is compact, highly walkable, and boasts a charming mix of new and old buildings that serves to enhance the city’s small-town identity. Recently, regional big-boxes along SR-152 have taken away some of its shine. With careful planning, Los Banos Downtown can flourish as a thriving retail, cultural, recreational, and entertainment center. It can become a wonderful place to live and work, with entrepreneurs and professionals living or working in nearby apartments, office buildings, and refurbished historic buildings. Residents and tourists alike will enjoy its many shopping and dining opportunities, art galleries and bookstores, as well as occasional performances at a theatre or community center. The sidewalks will be bursting with people meeting friends or just ‘hanging-out’ in a climate of good cheer and companionship.

This vision of Downtown can be realized by encouraging a mix of ‘work-live-and-play’ land uses. A mixed use land use designation allows for a variety of activities including residential, commercial and office uses, as well as public and quasi-public uses. Characteristics of Downtown include a pedestrian-oriented environment, mixed-use development with a backbone of retail use, streets on a grid or modified grid, and direct pedestrian and bicycle connections to surrounding neighborhoods.

GUIDING POLICIES

- LU-G-10 Foster viable, pedestrian-oriented neighborhood centers and strong, visually attractive regional commercial centers with a mix of tenants to serve both local and regional needs.
- LU-G-11 Develop a vibrant, mixed-use Downtown that is the pride of the community.

IMPLEMENTING ACTIONS

- LU-I-31 Integrate standards for varying scales of commercial development including large-format regional centers, neighborhood-serving centers, and mixed-use Downtown into the zoning regulations.

Neighborhood Centers

- LU-I-32 Evenly distribute neighborhood retail centers in new development areas and encourage a mix of uses in them to offer both choice and convenience for shoppers and residents.
- LU-I-33 Encourage existing neighborhood centers to expand to their maximum potential through reuse, rehabilitation and infill development.
- LU-I-34 Require pedestrian-oriented design in neighborhood centers.
- LU-I-35 Allow residential above retail and neighborhood serving offices in neighborhood centers so long as they are ancillary in size and do not interfere with primary retail use.

Regional Retail Centers

- LU-I-36 Require “street friendly” designs and amenities for public benefit, such as pedestrian-oriented facilities (outdoor seating, plazas, weather protection, transit waiting areas) in new commercial development.
- LU-I-37 Allow office uses that are associated with complementary commercial service businesses in regional commercial areas.

Downtown

- LU-I-38 Adopt flexible zoning and encourage a mix of office, residential and retail in the heart of Downtown.
- LU-I-39 Continue to implement and update as necessary, design guidelines specified in the Downtown Commercial Design Standards.
- LU-I-40 Provide incentives for infill or adaptive re-use projects and encourage development on underutilized land.
- LU-I-41 Establish incentives for anchor retail to be located at specific parts of Downtown to maximize foot traffic and interest.
- LU-I-42 Promote pedestrian-oriented amenities near Downtown such as outdoor seating, plazas, public art, weather protection, and waiting areas (benches and shelters).
- LU-I-43 Explore the possibility of creating a commercial parking center to alleviate problems of on-street truck parking.

LU-I-44 Require building continuity along H-Street, with buildings oriented to the street, limitations on blank walls, parking tucked behind buildings, and adoption of landscape standards.

LU-I-45 Do not permit any new warehouse/distribution or manufacturing uses in Downtown, which is defined as the area north of Pacheco Blvd., east of Fourth Street and south of H Street.

LU-I-46 Allow a range of medium to high density residential, live/work, and Business Commercial uses to support Downtown.

Also see policies in Chapter 2: Economic Development.

3.7 EMPLOYMENT DISTRICTS

Employment Districts are intended for low-rise to high-rise office, high technology, light industrial and other job-generating land uses. Policies discussed in this section relate to three land uses depicted on the General Plan Diagram:

- Professional Office;
- Employment Park; and
- Industrial uses.

PROFESSIONAL OFFICE

Sites for new office development, both in free-standing office buildings within existing commercial areas, are provided along arterial streets and in new office parks. They will be designed to accommodate demand as the local economy matures and the City implements the Economic Development strategies.

The General Plan Diagram provides acreage for both larger site office parks and smaller, integrated office uses. Smaller sites are typically expected to be local-serving professional and administrative office environments, such as medical, real estate, or financial services. Larger sites are envisioned as office parks that draw employees from a wider area and provide more jobs. Offices are also permitted in Downtown or Neighborhood Commercial areas. This can be a very effective use of land where new office uses are located above the first floor or as a secondary use in multi-tenant buildings in order to promote retail continuity at the street level.

EMPLOYMENT PARK

The Employment Park is a new land use depicted on the General Plan Diagram. Because employment intensity (building space per employee) and site configuration, access and other requirements for new businesses vary, the General Plan provides significant acreage for the Employment Park to attract firms with long-term growth potential. Three employment centers are planned; the first is located on large undeveloped areas to the southwest of the Planning Area near the intersection of Volta Road and SR-152, the second is located near Merced Community College (Los Banos Campus), and the third is west of City center at the site of the Los Banos Municipal Airport. This later area also includes rail-oriented employment sites in the Ingomar Grade corridor which may develop before the airport is relocated.

All three sites are envisioned as a master-planned, regionally-oriented development that may include business and office parks, light industries, incubator or research and development (R&D) laboratories, testing, packaging or publishing centers, and employee-supporting uses such as cafeterias and retail stores. Warehousing and distribution facilities are permitted as ancillary uses only. Both the Airport site and the site next to Merced Community College will be planned with a campus like setting with emphasis on R&D. Industries producing substantial amounts of waste, odor, and other pollutants will not be permitted. To create a park-like atmosphere, urban design and site planning guidelines will be prepared.



Future employment park areas will include professional offices, industrial, R&D or business parks in a well designed environment.

INDUSTRIAL USES

This designation provides for manufacturing, agriculture-related production, truck terminals, utility operations, warehousing, food-processing, and other industrial and heavy commercial uses. Large retailers of appliances, heavy equipment rental, sale of mobile homes or fabricated housing will also go into this area. This land use differs from the Employment Park designation by the greater amount of waste, noise, odor, and other pollutants that may be generated, and the comparatively little research or knowledge-based activities that may occur. Due to potential land conflicts with residential areas, new industrial land uses are planned only at the edges of the Planning Area. Buffers and other mitigation devices will be required where development occurs next to agricultural land or habitat areas.

GUIDING POLICIES

- LU-G-12 Provide appropriately located areas for a broad range of employment generating uses to strengthen the City's economic base and provide employment opportunities for residents.
- LU-G-13 Foster high quality design and allow secondary uses in Employment Park or industrial areas if they can complement or enhance the primary use.

IMPLEMENTING ACTIONS

- LU-I-47 Provide sites for employment generating businesses, technology-based businesses, light industrial, professional offices, and other businesses wishing to locate in Los Banos.

- LU-I-48 Establish design guidelines to assure high quality design and site planning at the Business Opportunity Area and the Airport site.
- LU-I-49 Encourage a campus-like setting for Employment Parks at the Airport site, in the Ingomar Grade rail corridor at Johnson Road, and next to Merced Community College, with emphasis on pedestrian connections, streetscape beautification, and compatible building scale where the district connects to surrounding neighborhoods.
- LU-I-50 Allow advanced educational or workforce training uses, such as community colleges and technology teaching institutes, in Professional Office and Employment Park areas.
- LU-I-51 Allow employee-serving amenities and services such as restaurants, cafés, dry cleaners, and other complementary uses in Professional Office and Employment Park areas.



Underutilized warehouses and factories along H-Street near downtown will be gradually redeveloped with infill projects.

3.8 CIVIC, INSTITUTIONAL, AND COMMUNITY FACILITIES

Civic and institutional facilities, such as City Hall, the Police Department, the Fire Department, and water and sewerage facilities are important elements of city-building. They will be located where needed and appropriate.

Community facilities, such as childcare services, schools, and libraries, also contribute to the quality of life and social well being. Community facilities that are appropriate for a residential environment, including residential care, day care, elderly care, and alcoholism or drug abuse recovery or treatment facilities, are allowed within neighborhoods as long as specified standards and licensing requirements are met. In contrast, large scale community facilities are more appropriate in mixed-use neighborhood centers, on commercial sites, and in Downtown.

Houses of worship and other places for religious assembly as well as private schools and colleges are permitted in residential and commercial areas, subject to appropriate development standards and use-permit requirements.

GUIDING POLICIES

LU-G-14 Provide appropriate settings for a diverse range of civic, institutional and community land uses.

IMPLEMENTING ACTIONS

- LU-I-52 Designate land for civic and institutional land uses, to be maintained through capital projects, for parks and open spaces, police and fire services, water and sanitary facilities, infrastructure and other City services.
- LU-I-53 Until such time as the airport is relocated, ensure that proposed residential, commercial, and industrial uses near the airport be consistent with Los Banos Municipal Airport Plan and the Merced County Airport Land Use Compatibility Plan.
- LU-I-54 Coordinate with Merced Community College (Los Banos Campus) to ensure the development of roadways, utilities, and campus facilities, is consistent with City plans.
- LU-I-55 Allow medical/dental offices, specialized clinics, laboratories and related services to cluster around the Los Banos Memorial Hospital, subject to standards ensuring that surrounding areas are not adversely affected.

3.9 GENERAL PLAN LAND USE BY NEIGHBORHOOD PLANNING SUBAREA

The land within the UGB is divided into ten planning subareas, as shown in Figure 3-3. The City's subareas are defined geographically, following major transportation routes, natural topographic features, or city/neighborhood boundaries.

3-5: Planning Subareas by Size

Planning Subarea	Acres
Downtown	157
Pacheco Blvd Corridor	937
Stone Creek	1,259
Airport	443
Central Neighborhood	272
Northern Rail Corridor	362
North Central	2,142
South Central	3,674
Eastside	1,563
Westside	2,161
Total	12,970

Downtown

The Downtown subarea is located in the center of the city along the Rail to Trail and old Union Pacific Railroad right-of-way. The subarea contains Main Street, Henry Miller Plaza, and part of H Street. The Downtown is the historic center of Los Banos. To make this subarea a truly active Downtown, the General Plan aims to redevelop abandoned sites through infill development and introduce mixed uses into the area.

Pacheco Boulevard Corridor

The Pacheco Boulevard Corridor subarea is located along both sides of SR-152. The subarea contains various commercial establishments including eateries, automobile dealerships, hotels, retail, and some light industrial uses. Pacheco Boulevard is a major gateway through Los Banos. The General Plan aims to keep land use mainly commercial and enhance its visual character through design requirements.

Stone Creek

The Stone Creek subarea is located at the western part of the city along Los Banos Creek. As of June 2009, development projects for single-family residential homes are ongoing or proposed for almost the entire subarea.

Airport

The Airport subarea is located at the site of the existing Los Banos Municipal Airport. Under the General Plan, an employment park is planned in this area if the Airport is relocated.

Central Neighborhood

The Central Neighborhood subarea is bounded by H-Street, Johnson Road, and the Downtown subarea. The subarea contains mainly low density and medium density residential homes built before 1980. Its proximity to Downtown and its central location make residential homes here an attractive option. The General Plan aims to retain most of the existing uses in this subarea.

Northern Rail Corridor

The Northern Rail Corridor subarea is located at the northwest part of the City north of the old Pacific Railroad. This subarea is planned to contain a mix of office and professional buildings to support retail and mixed-uses downtown.

North Central

The North Central subarea is bounded by the SR-152 bypass, Mercey Springs Road, and the Northern Rail Corridor. The subarea contains several residential neighborhoods to the south and southeast. It is largely vacant to the west and northwest. Under the General Plan, this subarea is planned for residential and neighborhood commercial uses only. Additionally, a regional commercial stop is planned at the north-eastern corner of the subarea to serve visitors along SR-165.

South Central

The South Central subarea is located at south of Pacheco Boulevard Corridor Subarea between Ward Road and Ortigalitia Road. At present, the area nearer to Pacheco Boulevard contains some single-family homes; further south, it is largely undeveloped. A CCID irrigation canal runs diagonally through the area, providing a greenway across the city. Under the General Plan, the subarea will remain largely residential with commercial retail only in neighborhood centers.

Eastside

The Eastside subarea is located northeast of the city. Much of this subarea contains existing single family neighborhoods which will expand to include more single family neighborhoods, along with medium density residential, neighborhood commercial and parklands.

Westside

The Westside subarea encompasses the western portion of the city. It is the site of the Merced College Campus and is planned to contain a Business Opportunity Area with a mix of industrial, office, and commercial parks. The General Plan aims to keep development strictly within boundaries to protect open space surrounding this subarea.

SUBAREA POLICIES

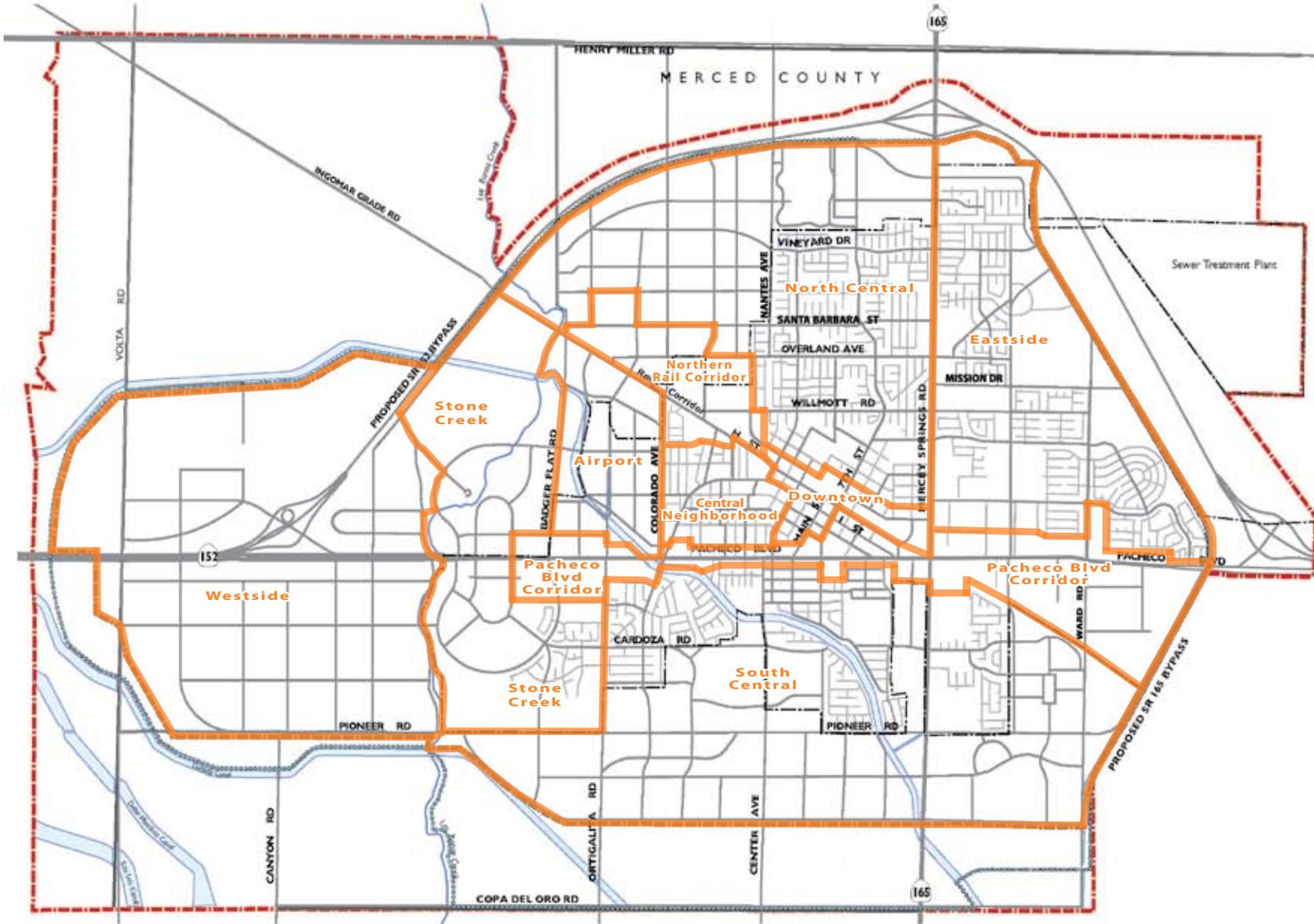
Pacheco Boulevard Corridor

- LU-I-56 Gradually phase out industrial and warehouse uses along Central Pacheco Boulevard between Mercey Springs Road and Ortigalita Boulevard, and explore mechanisms to help them relocate to planned Employment Parks or Industrial areas.
- LU-I-57 Minimize curb-cuts along East Pacheco Boulevard to industrial areas, and require site access from side streets whenever possible.

South Central

- LU-I-58 Require residential developments adjacent to the Central California Irrigation District Irrigation Canal/HG Fawcett Parkway to comply with buffer requirements and provide direct public access where feasible.
- LU-I-59 Require development to transition in density, with lot sizes increasing to the south as a buffer for the adjoining rural and agricultural districts.

Figure 3-3
Neighborhood Planning
Subareas



- - - Planning Area
- Sphere of Influence
- - - Urban Growth Boundary
- City Limits
- ▭ Subarea



Westside

- LU-I-60 Implement the adopted Community Design Standards for commercial and industrial buildings facing Pacheco Boulevard.

Airport

- LU-I-61 Require developers to mitigate fully the environmental effects of development at or near the Airport site following the relocation of the airport, particularly the potential impacts to Los Banos Creek riparian corridor and the City's water supply, by clustering development to maximize open space.

Eastside

- LU-I-62 Do not allow gas stations or other potentially polluting uses at the commercial area immediately south of the future SR-152 Bypass interchange with SR-165.

4

Circulation

The Circulation Element is intended to provide guidance and specific actions to ensure the continued safe and efficient operation of Los Banos' circulation system. The element is based on the idea that traffic conditions can be managed through a comprehensive program of transportation planning, land use planning, and growth management strategies. State law recognizes that circulation and land use are closely related and requires that policies in this element and the Land Use Element be linked. Careful integration of the City's traffic and circulation policies with its land use policies will ensure that there is sufficient roadway capacity to accommodate traffic generated by planned future development.

The Circulation Element includes policies related to the physical framework for development that the circulation system is designed to serve, and includes policies for automobile circulation, bicycle and pedestrian trails, transit, regional goods movement, and aviation.

4.1 BACKGROUND: CONTEXT

Transportation programs are based on circulation system planning and land use planning. The City's traffic circulation planning efforts are integrated with those of the Merced County Association of Governments (MCAG) and Caltrans District 10 in a cooperative, regional planning effort. State-of-the-art traffic engineering is used to bring planned improvements to reality, i.e. development of a citywide traffic model. Only through the development and implementation of all these strategies can the City's commitment to a balanced and efficient circulation system be achieved.

Another objective of this Element is to create an equitable transportation system that addresses all modes and users: personal motor vehicle use, commercial truck traffic, public transportation, bicyclists, pedestrians, the elderly and people with disabilities, as well as airport facilities and users. The General Plan provides for the construction of new routes to serve new development and the expansion of the existing circulation system. In addition, the Plan provides for narrower local

residential streets in some areas than might otherwise be designed based on traffic requirements alone. The Element recognizes the need to provide an environment that encourages walking, particularly at high-activity centers, and provides ways to reduce auto-dependence by facilitating use of alternate modes of travel.

4.2 ROADWAY NETWORK

At the core of Los Banos' circulation network is the roadway system. All modes of transportation depend to some degree upon the roadway system. In Los Banos, this system is based on a traditional grid pattern in the downtown surrounded by a radial pattern of arterial roadways. Regional access is provided by SR-152 and SR-165 on the west and north. The hierarchy of street classifications is shown in Figure 4-1.

STREET SYSTEM

The roadway system in Los Banos is set up around a hierarchy of street types, which are commonly referred to as functional classifications. The functional classifications for most major streets are as follows:

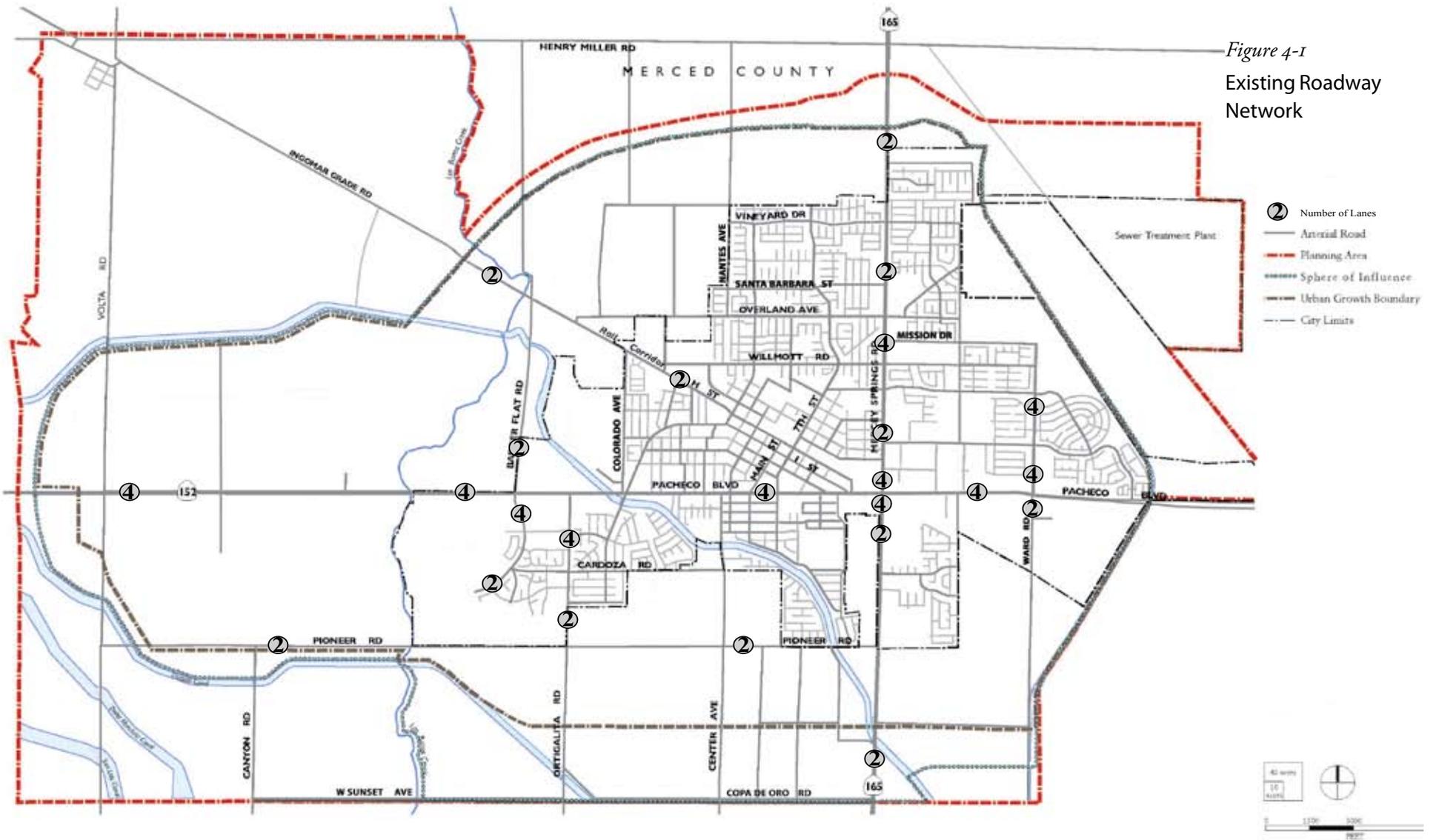
Freeways. Freeways are divided highways designed for the unimpeded flow of large traffic volumes. Most freeways are four lanes, or two lanes each direction. Access to a freeway is rigorously controlled through the use of interchanges, and the type of interchange depends upon the kind of intersecting roadway (surface street, rural road, another freeway, urban arterial, etc.) The future SR-152 By-pass north of the city falls under this category.

Highways. Highways are designed to carry heavy traffic volumes at speeds of 40-55 miles per hour. Highways link Los Banos with other nearby urban areas. Access is limited, crossings are generally signalized at grade or grade-separated, parking is not allowed, and a continuous median separates lanes moving in opposite directions.

Arterials. Arterials are designed to move large volumes of traffic between highways and other arterials in Los Banos and to adjacent jurisdictions. Major arterials are access-controlled roadways emphasizing mobility between major portions of the city and to regional freeways and highways. Minor arterials provide mobility through the city and access to major residential, employment, and activity centers. On-street parking should not be provided on major arterials but may be appropriate for minor arterials that emphasize accessibility over mobility. Minor arterials should provide two travel lanes. Driveway access should be minimized, consistent with the primary function of arterials to move through traffic. Bike lanes, landscaped parkstrips, sidewalks, and transit facilities may also be accommodated within the right-of-way of minor arterials, depending on the right-of-way width.

Collectors. Collector streets provide a link between neighborhood streets and arterials. Collectors provide two travel lanes, in addition to any bike lanes where called for in the bikeway plan. In fact, all collectors should be designed to include bicycle lanes. On-street parking may be provided if sufficient width is available. Collectors also provide access to adjacent properties, so driveway access should be discouraged but need not be restricted (subject to accepted engineering practice). Collector streets are shown on the General Plan Diagram. Bike lanes, landscaped parkstrips, sidewalks, and transit facilities may also be accommodated depending on the right-of-way available.

Neighborhood Streets. The primary function of neighborhood streets is to provide direct access to adjacent properties. Neighborhood streets should provide two travel lanes, landscaped parkstrips, and sidewalks. On-street parking may be restricted. Bike lanes are usually not needed because neighborhood streets carry low traffic volumes and all neighborhood streets are considered to be bicycle friendly. Neighborhood streets are not shown on the General Plan Diagram or Figure 4-1: Roadway System and Functional Classifications.



Level of Service

The Level of Service (LOS) concept is generally used to measure the amount of traffic that a roadway or intersection can accommodate, based on maneuverability, driver dissatisfaction, and delay. LOS ranges from LOS A, or free-flow conditions, to LOS F, or congested conditions. These conditions are generally described in Table 4-1.

4-1: Level of Service Criteria for Roadway Segments					
AllFacilities(Volume-to-Capacity Ratio (V/C))	LOS A	LOS B	LOS C	LOS D	LOS E
	<0.6	0.6-0.7	0.7-0.8	0.8-0.9	0.9-1.0
Total Two-way Average Daily Traffic (ADT) Threshold					
RoadwaySegmentType	LOS A	LOS B	LOS C	LOS D	LOS E
6-Lane Freeway	64,500	75,500	86,500	97,000	108,000
4-Lane Freeway	43,000	50,500	57,500	64,500	72,000
4-Lane Highway	4,800	29,300	34,700	35,700	N/A
4-Lane Rural Highway	21,500	25,000	28,500	32,500	36,000
2-Lane Rural Highway	10,500	12,500	14,500	16,000	18,000
6-Lane Major Arterial	26,000	30,000	34,500	39,000	43,000
4-Lane Major Arterial	17,500	20,000	23,000	26,000	28,500
4-Lane Minor Arterial	15,000	17,500	20,000	22,500	25,000
2-Lane Minor Arterial	7,500	8,500	10,000	11,500	12,500
4-Lane Collector	13,000	15,000	17,500	19,500	21,500
2-Lane Collector	6,500	7,500	8,500	9,500	10,500

Based on "Highway Capacity Manual", Transportation Research Board, 2000 peak hour capacities. Daily capacities in the study area are assumed as nine times the peak hour capacity.

All volumes are approximate and assume ideal roadway characteristics. Actual threshold volumes for each Level of Service listed above may vary depending on a variety of factors including (but not limited to) roadway curvature and grade, intersection or interchange spacing, driveway spacing, percentage of trucks and other heavy vehicles, travel lane widths, signal timing characteristics, on-street parking, volume of cross traffic and pedestrians, etc.

Source: Omni Means, 2007.

2005 Traffic Conditions and Forecast Volumes

Traffic volumes and levels of service for existing conditions and for the buildout of Los Banos under the General Plan are shown in Table 4-2. Most of the City's streets currently operate at acceptable levels of service, except for the following locations:

- SR-165, from B Street to D Street (LOS "D");
- SR-152, from I Street to Maryland Street (LOS "D"); and
- SR-152, from SR-165 to Ward Road (LOS "D").

Unacceptable levels of congestion on these roadway segments typically occur in the peak commute direction during peak travel periods. In the non-peak direction during the peak periods and at other times of the day, there may be little or no congestion along these routes.

All of the roadways that currently fail to operate at acceptable levels of service are proposed to have improvements in roadway capacity.

4-2: Existing and Buildout Traffic Volumes and Level of Service

Street Name	Location	Existing			Build-out		
		DailyVolume	Level of Service	Number of Lanes	DailyVolume	Level of Service	Number of Lanes
State Highways							
State Route 165	From Study Area Boundary to Pioneer Road	6,400	A	2	16,400	A	4
State Route 165	From Henry Miller Avenue to St Francis Drive	5,900	A	2	14,700	A	4
State Route 165	From B Street to D Street	13,200	F	2	16,100	A	4
State Route 165	From Scripps Drive to Pioneer Road	8,500	B	2	16,300	A	4
State Route 165	From State Route 152 to Scripps Drive	18,200	B	4	21,800	C	4
State Route 152 (Pacheco Boulevard)	From I Street to Maryland Street	29,500	D	4	31,500	C	4
State Route 152 (Pacheco Boulevard)	From 7th Street to 9th Street	34,500	C	4	23,600	C	4
State Route 152 (Pacheco Boulevard)	From State Route 165 to Ward Road	31,500	C	4	24,000	C	4
State Route 152 (Pacheco Boulevard)	From Ward Road to Nickel Street	20,800	B	4	10,100	A	4
State Route 152 (Pacheco Boulevard)	From Ortigalita Road to I Street	30,500	C	4	36,400	F	4
Other Roadways							
B Street	From State Route 165 to Wisteria Street	4,100	A	2	3,300	A	2
B Street	From State Route 165 to Santa Ana Street	2,750	A	2	3,700	A	2
Birchwood Avenue	From Nantes Avenue to Zinfandel Street	740	A	2	1,400	A	2
Center Avenue	From State Route 152 to Washington Avenue	2,180	A	2	6,400	A	2
11th Street	From State Route 152 to Washington Avenue	4,390	A	2	7,100	B	2
G Street	From 7th Street to 8th Street	2,930	A	2	2,100	A	2
G Street	From State Route 165 to Santa Rita Street	2,450	A	2	3,100	A	2
H Street	From 4th Street to 5th Street	5,920	A	2	8,200	B	2

Street Name	Location	Existing			Build-out		
		DailyVolume	Level of Service	Number of Lanes	DailyVolume	Level of Service	Number of Lanes
H Street	From 2nd Street to 3rd Street	4,930	A	2	6,900	A	2
H Street	From 4th Street to 3rd Street	5,830	A	2	8,700	C	2
H Street	From 2nd Street to Nevada Avenue	4,060	A	2	8,500	C	2
I Street	From 6th Street to 5th Street	2,600	A	2	7,900	C	2
I Street	From State Route 152 to L Street	7,790	C	2	9,500	C	2
I Street	From State Route 152 to Hawthorne Drive	6,660	B	2	7,700	B	2
Nantes Avenue	From Overland Avenue to Santa Barbara St	1,750	A	2	3,400	A	2
Overland Avenue	From 2nd Street to 1st Street	2,470	A	2	7,500	B	2
Overland Avenue	From 2nd Street to 3 rd Street	3,100	A	2	6,900	B	2
Overland Avenue	From H Street to Santa Lucia Ave	1,800	A	2	10,000	C	2
Place Road	From B Street to San Luis Street	660	A	2	7,400	B	2
San Luis Street	From Ward Road to Warren Drive	1,120	A	2	2,400	A	2
Santa Barbara Drive	From State Route 165 to Santa Venetia Street	2,100	A	2	2,500	A	2
2nd Street	From H Street to I Street	4,510	A	2	4,600	A	2
7th Street	From Willmott Road to B Street	5,870	A	2	6,200	B	2
7th Street	From F Street to E Street	7,290	B	2	7,700	B	2
7th Street	From H Street to G Street	13,150	F	2	10,000	C	2
7th Street	From State Route 152 to K Street	2,910	A	2	4,200	A	2
7th Street	From State Route 152 to Washington Avenue	2,330	A	2	4,900	A	2
6th Street	From State Route 152 to K Street	4,500	A	2	6,900	A	2
Stonewood Drive	From Overland Avenue to Olivewood Drive	4,240	A	2	6,500	A	2
Stonewood Drive	From Overland Avenue to Rhoda Avenue	5,470	A	2	6,200	A	2
Ward Road	From State Route 152 to Technology Drive	670	A	2	2,300	A	2
Willmott Road	From 2nd Street to 1st Street	1,400	A	2	4,000	A	2
Willmott Road	From 3rd Street to 2nd Street	2,380	A	2	5,400	A	2

Source: Omni-Means, 2006.

Intersections

Traffic conditions, based on peak hour traffic counts collected in July 2006, for seventeen intersections in Los Banos are shown in Table 4-4. Based on the intersection LOS thresholds, all of the study intersections included in the table operates at an acceptable LOS or better, with the exception of the following locations:

- SR-152 (Pacheco Boulevard)/Miller Lane (LOS “F”)
- SR-152 (Pacheco Boulevard)/Nickel Street (LOS “E”)
- B Street/SR-165 (Mercey Springs Road) (LOS “F”)



Several of Los Banos’ roadways will be improved to accommodate future traffic.

4-3: Level of Service Criteria for Intersections

Level of Service	Type of Flow and Delay	Maneuverability	Stopped Delay/Vehicle (Sec)		
			Signalized	Unsignalized	All-Way Stop
A	Stable Flow Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	≤10.0	≤10.0	≤10.0
B	Stable Flow Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	>10 and ≤ 20.0	>10 and ≤ 15.0	>10 and ≤15.0
C	Stable Flow Higher delays resulting from fair progression and/or longer cycle lengths. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 and ≤35.0	>15 and ≤25.0	>15 and ≤25.0
D	Approaching Unstable Flow The influence of congestion becomes more noticeable. Longer delays may result from some combination of long cycle lengths or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	>35 and ≤55.0	>25 and ≤35.0	>25 and ≤35.0
E	Unstable Flow Generally considered to be the limit of acceptable delay, with poor progression, long cycle lengths, and high volume-to-capacity ratios.	There are typically long queues of vehicles waiting upstream of the intersection.	>55 and ≤80.0	>35 and ≤50.0	>35 and ≤50.0
F	Forced Flow Generally considered to be unacceptable to most drivers. May also occur at high volume-to-capacity ratios. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	>80.0	>50.0	>50.0

Source: Omni-Means, 2006.

4-4: PM Peak Hour Intersection Operations Summary – 2006 Conditions

Intersection	Traffic Control	LOS (Delay in seconds per vehicle)
		PM Peak Hour
State Route 152 (Pacheco Boulevard)/11th Street	Signal	C (26.2)
State Route 152 (Pacheco Boulevard)/Miller Lane	TWSC	F (OVRFL)
State Route 152 (Pacheco Boulevard)/Place Road	TWSC	D (32.5)
State Route 152 (Pacheco Boulevard)/Nickel Street	TWSC	E (42.0)
State Route 152 (Pacheco Boulevard)/Ward Road	Signal	B (16.4)
San Luis Street/Ward Road	AWSC	A (8.0)
B Street/State Route 165 (Mercey Springs Road)	AWSC	F (63.0)
B Street/Ward Road	AWSC	A (7.3)
Overland Road/Ingomar Grade/H Street	TWSC	A (9.0)
Overland Road/Nantes Avenue	TWSC	B (10.1)
Overland Road/Cabernet Street	AWSC	A (8.4)
Overland Road/Stonewood Drive	AWSC	B (10.5)
Overland Road/ State Route 165 (Mercey Springs Road)	TWSC	C (23.5)
Vineyard Drive/Nantes Avenue	TWSC	A (8.9)
Dove Street/State Route 165 (Mercey Springs Road)	TWSC	C (20.7)
Henry Miller Avenue/Nantes Avenue	TWSC	B (10.1)
Henry Miller Avenue/ State Route 165 (Mercey Springs Road)	TWSC	C (19.8)

Source: Omni-Means, 2006.

Planned Improvements to Accommodate Build-out

To achieve a balance between existing and future land use and traffic carrying capacity, improvements to the roadway network are planned. Major street improvements planned or programmed for Los Banos are listed in Table 4-5 and shown in Figure 4-2. These improvements include construction of the SR-152 Bypass and interchanges with Pacheco Road east and west and SR-165; grade-separated crossing at Volta Road; and road widening along SR-165, Pioneer Road, Volta Road, Badger Flat Road, and Ingomar Grade/H Street. New streets are also planned in growth areas, as shown on the Plan Diagram.

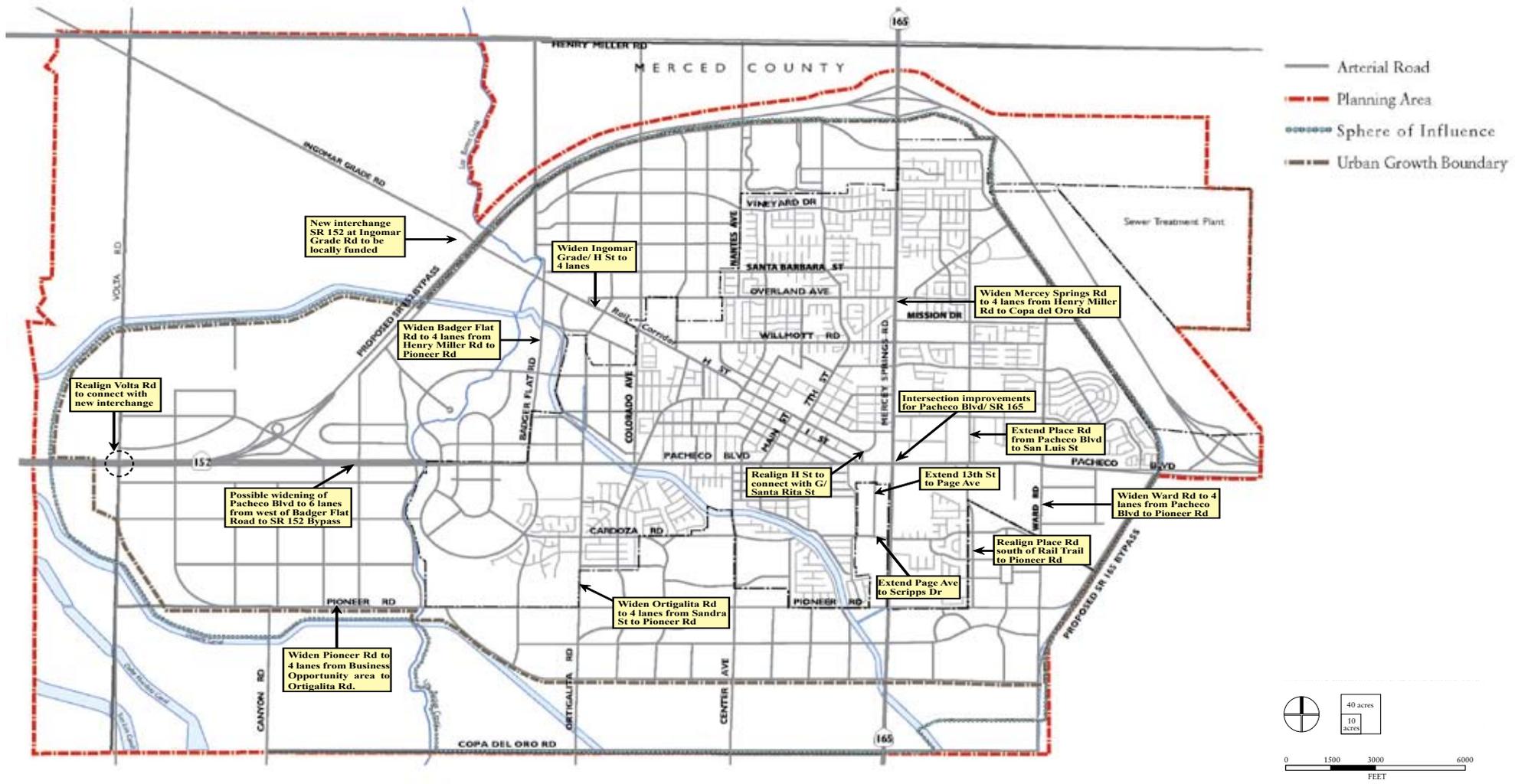
The planned improvements, coupled with the transportation performance monitoring program for the Westside (Policy C-I-12), will result in generally acceptable LOS as shown in Table 4-6.

4-5: Planned Improvements

Roadway	Improvement Description
SR-165	Widen to four-lane divided arterial through the City
Pioneer Road	Construct as four-lane arterial from Business Opportunity Area to Ortigalita Road
Volta Road	Construct grade separated crossing with SR-152, construct as four-lane arterial
Ingomar Grade Road/ H Street	Widen to four-lane arterial
Badger Flat Road	Widen to four-lane arterial
SR-152 Bypass	Bypass over the north of Los Banos

Source: Omni-Means

Figure 4-2
Planned Improvements



4-6: Roadway Level of Service, After Improvements							
Street Name	Location	Unimproved Build-out			Improved Build-out		
		Daily Volume	Level of Service	Number of Lanes	Daily Volume	Level of Service	Number of Lanes
State Highways							
State Route 165	From Study Area Boundary to Pioneer Road	16,400	A	4	16,900	A	4
State Route 165	From Henry Miller Avenue to St Francis Drive	14,700	A	4	15,500	C	4
State Route 165	From B Street to D Street	16,100	A	4	24,900	B	4
State Route 165	From Scripps Drive to Pioneer Road	16,300	A	4	23,400	B	4
State Route 165	From State Route 152 to Scripps Drive	21,800	C	4	26,600	C	4
Pacheco Boulevard	From I Street to Maryland Street	31,500	C	4	32,300	C	4
Pacheco Boulevard	From 7th Street to 9th Street	23,600	C	4	26,400	C	4
Pacheco Boulevard	From State Route 165 to Ward Road	24,000	C	4	27,500	C	4
Pacheco Boulevard	From Ward Road to Nickel Street	10,100	A	4	12,800	A	4
Pacheco Boulevard	From Ortigalita Road to I Street	36,400	F	4	34,500	D	4
State Route 152	SR-152 west of SR-165	-	-	4	30,430	A	4
State Route 152	SR-152 east of SR-165	-	-	4	30,680	A	4
Other Roadways							
B Street	From State Route 165 to Wisteria Street	3,300	A	2	4,000	A	2
B Street	From State Route 165 to Santa Ana Street	3,700	A	2	3,300	A	2
Birchwood Avenue	From Nantes Avenue to Zinfandel Street	1,400	A	2	1,700	A	2
Center Avenue	From State Route 152 to Washington Avenue	6,400	B	2	5,000	A	2
11th Street	From State Route 152 to Washington Avenue	7,100	B	2	9,400	D	2
G Street	From 7th Street to 8th Street	2,100	A	2	2,200	A	2
G Street	From State Route 165 to Santa Rita Street	3,100	A	2	3,200	A	2
H Street	From 4th Street to 5th Street	8,200	C	2	18,700	B	4

Street Name	Location	Unimproved Build-out			Improved Build-out		
		Daily Volume	Level of Service	Number of Lanes	Daily Volume	Level of Service	Number of Lanes
H Street	From 4th Street to 3rd Street	8,700	C	2	18,800	B	4
H Street	From 2nd Street to Nevada Avenue	8,500	C	2	16,400	A	4
I Street	From 6th Street to 5th Street	7,900	C	2	2,600	A	2
I Street	From State Route 152 to L Street	9,500	D	2	8,300	C	2
I Street	From State Route 152 to Hawthorne Drive	7,700	B	2	6,800	B	2
Nantes Avenue	From Overland Avenue to Santa Barbara Street	3,400	A	2	1,800	A	
Overland Avenue	From 2nd Street to 1st Street	7,500	A	2	7,200	A	2
Overland Avenue	From 2nd Street to 3rd Street	6,900	A	2	6,900	A	2
Overland Avenue	From H Street to Santa Lucia Ave	10,000	B	2	8,000	A	2
Place Road	From B Street to San Luis Street	7,400	B	2	4,200	A	2
San Luis Street	From Ward Road to Warren Drive	2,400	A	2	2,600	A	2
Santa Barbara Drive	From State Route 165 to Santa Venetia Street	2,500	A	2	2,800	A	2
2nd Street	From H Street to I Street	4,600	A	2	4,300	A	2
7th Street	From Willmott Road to B Street	6,200	B	2	3,200	A	2
7th Street	From F Street to E Street	7,700	C	2	5,700	A	2
7th Street	From H Street to G Street	10,000	B	2	8,500	A	2
7th Street	From State Route 152 to K Street	4,200	A	2	2,600	A	2
7th Street	From State Route 152 to Washington Avenue	4,900	A	2	3,500	A	2
6th Street	From State Route 152 to K Street	6,900	B	2	5,100	A	2
Stonewood Drive	From Overland Avenue to Olivewood Drive	6,500	B	2	4,800	A	2
Stonewood Drive	From Overland Avenue to Rhoda Avenue	6,200	B	2	3,800	A	2
Ward Road	From State Route 152 to Technology Drive	2,300	A	2	2,300	A	2
Willmott Road	From 2nd Street to 1st Street	4,000	A	2	4,000	A	2
Willmott Road	From 3rd Street to 2nd Street	5,400	A	2	4,600	A	2

Source: Omni-Means, 2007.

Connectivity

Traditional grid street designs allow for through movement and good connections between and within neighborhoods. Short blocks offer a choice of routes and enable more direct connections. Variations from the traditional grid can allow for diagonal and curvilinear streets as well as larger or smaller blocks for maximum flexibility and improved connectivity.

Some neighborhoods in Los Banos have been built using many cul-de-sacs. This type of design promotes circuitous travel and results in traffic being distributed along fewer streets where heavy traffic concentrates. More desirable is a grid-based development that balances a sense of proximity and ease of access with the quieter environments of neighborhoods. In order to ensure that street layout in future development incorporates the need for neighborhood connectivity and the comfort and safety of pedestrians and bicyclists, it is essential that:

- New development be “connected” to the surroundings with an increased number of access points and pedestrian and bicycle connections to the neighborhood network;
- Blocks be short to allow for more direct connections;
- Neighborhood streets be designed at a human-scale, without excessively wide streets; and
- Traffic controls are incorporated including speed limits, signage and truck routes to reduce commercial traffic in neighborhoods.

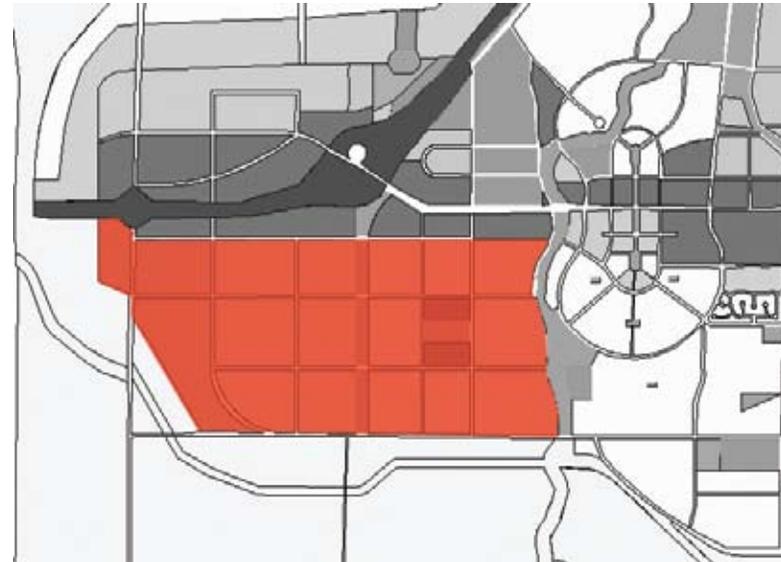
As part of the detailed planning that will follow Plan adoption, new residential development will need to be linked through transportation to the State highway system, Downtown and other employment centers, as well as shopping locations in Los Banos.

Careful integration of land use and transportation systems will be especially critical in the northern part of the planning area, given the access limitations associated with the SR-152 Bypass. As already noted, there is potential in the planning area to foster development that supports pedestrian activity and maintains a “small-town” atmosphere; however, simply allowing market-driven development without regard to use mix, dispersion and connections with the transportation system will not be enough. Attention to the design and location of pedestrian and bicycle networks, the design of linkages, the location of parking, and provisions for local transit will be essential.

TRANSPORTATION MANAGEMENT FOR THE WESTSIDE SUBAREA

Under the General Plan 2030, the Westside subarea is envisioned to provide more than 2,200 acres of developable land where the majority of jobs will be located in the future. As such, many city residents will use Pacheco Boulevard and the proposed SR-152 Bypass to travel to work. This will create an adverse impact on peak hour traffic on these roads.

Developers must provide data to the city traffic engineer for site trip calculations and reduce their building square footages if the number of trips exceeds that allowed to gain development approval. The City Council will periodically review the trip generation rates and allowable adjustments and exceptions established.



A Transportation Performance Monitoring Program (TPMP) will be established for the southern part of the Westside subarea, shown in red. The numbers in them denote Transportation Analysis Zones (TAZ) where the TPMP will apply.

GUIDING POLICIES

Overall Circulation System Planning

- C-G-1 Promote safe and efficient vehicular circulation.
- C-G-2 Provide a wide variety of transportation alternatives and modes to serve all residents and businesses to enhance the quality of life.
- C-G-3 Make efficient use of existing transportation facilities and, through coordinated land use planning, strive to improve accessibility to shops, schools, parks and employment centers and reduce total vehicle miles traveled per household to minimize vehicle emissions and save energy.
- C-G-4 Protect neighborhoods by discouraging through-traffic on local streets.
- C-G-5 Improve the scenic character of transportation corridors in the city.

Traffic Level of Service

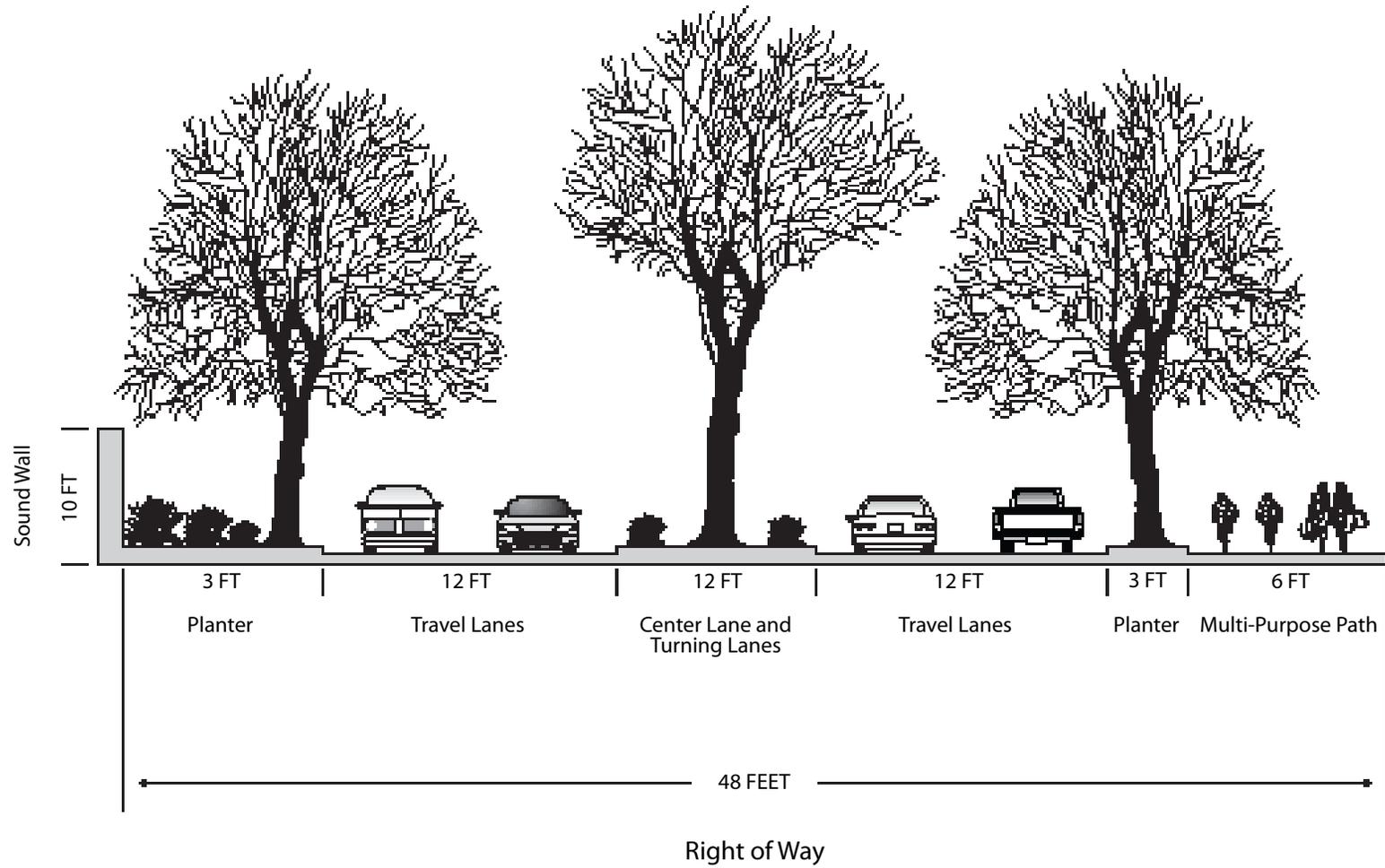
- C-G-6 Maintain acceptable levels of service (LOS) C at street segments and LOS D at intersections and ensure that future development and the circulation system are in balance.
- C-G-7 Continue to pursue creative sources of funding for transportation improvements.
- C-G-8 Ensure that new development pays its proportionate share of the costs of transportation facilities.

IMPLEMENTING ACTIONS

Overall Circulation System Planning

- C-I-1 Adopt street standards that provide flexibility in design, especially in residential neighborhoods. Revise right-of-way and pavement standards to reflect adjacent land use and/or anticipated traffic, and permit reduced right-of-way dimensions where necessary to maintain neighborhood character.
- C-I-2 Plan for a frontage road on the south side of the SR-152 Bypass to facilitate traffic circulation.
- C-I-3 Require all new developments to provide right-of-way and improvements consistent with the General Plan street designations and City cross-street section standards.
- C-I-4 Provide for greater street connectivity by:
 - Incorporating in subdivision regulations requirements for a minimum number of access points to existing local or collector streets for each development in accordance with traffic, safety and circulations;
 - Encouraging traffic circles and roundabouts over signals where feasible;
 - Requiring the bicycle and pedestrian connections from cul-de-sacs to nearby public areas and main streets; and
 - Requiring new residential communities on undeveloped land planned for urban uses to provide stubs for future connections to the edge of the property line. Where stubs exist on adjacent properties, new streets within the development should connect to these stubs.

Figure 4-3
Parkway Cross-section



- C-I-5 Develop a multi-modal transit system map integrating bicycle, public transportation, pedestrian and vehicle linkages within the city to ensure circulation gaps are being met.
- C-I-6 Install traffic calming devices, such as traffic circles and bulbs, as needed and appropriate in existing neighborhoods.
- C-I-7 Require the installation of landscaping in center medians and at major intersections.
- C-I-8 Establish landscaping standards along the SR-152 Bypass.
- C-I-9 Plan for a locally-designed and funded and included in the traffic development impact fee for SR-152 Bypass on the City's east side.

Also see Chapter 3: Land Use, on transportation-related policies.



Integrating landscaping and trees into the street system will improve the look of the city.

TRAFFIC LEVEL OF SERVICE (LOS)

- C-I-10 Develop and manage the roadway system to obtain segments at LOS C and intersections at LOS D or better for two hour peak periods (a.m. and p.m.) on all major roadways and intersections in Los Banos. This policy does not extend to residential streets (i.e., streets with direct driveway access to homes) or state highways and their intersections, where Caltrans policies apply. Exceptions to LOS policy may be allowed by the City Council in areas, such as Downtown, where allowing a lower LOS would result in clear public benefits.
- C-I-11 Develop and manage residential streets (i.e., streets with direct driveway access to homes) to limit average daily vehicle traffic volumes to 2,500 or less and 85th percentile speeds to 25 miles per hour or less.
- C-I-12 Require traffic impact studies for all proposed new developments that will generate significant amounts of traffic (100 or more peak hour trips).
- C-I-13 Establish and implement additional programs to maintain adequate peak hour level of service at intersections and along roadway segments as circumstances warrant, including the following actions:
 - Collect and analyze traffic volume data on a regular basis and monitor current intersection and roadway segment levels of service on a regular basis. Use this information to update and refine the City's travel forecasting model so that estimates of future conditions are more strongly based upon local travel

behavior and trends.

- Consider, on a case by case basis, how to shift travel demand away from the peak period, especially in those situations where peak traffic problems result from a few major generators (e.g. the Business Opportunity Area on the Westside).
- Perform routine, ongoing evaluation of the efficiency of the urban street traffic control system, with emphasis on traffic signal timing, phasing and coordination to optimize traffic flow along arterial corridors. Use traffic control systems to balance arterial street utilization (e.g., timing and phasing for turn movements, peak period and off-peak signal timing plans).

Funding for Improvements

- C-I-14 Continue to require that new development pays a proportionate share of the costs of street and other traffic and local transportation improvements based on traffic generated and impacts on traffic service levels, consistent with State laws.
- C-I-15 Continue to require city-wide traffic impact fees to provide additional funding for transportation improvements needed to serve new development. Provide for automatic adjustments in traffic fees to reflect increases in construction costs (e.g. materials, rate of inflation, etc.).

4.3 PUBLIC TRANSIT

Public transit is an important aspect of a city's circulation system. The City of Los Banos is currently served by a limited bus transit system.

SERVICES AND FACILITIES

Merced County Transit (MCT) operates both regularly scheduled Fixed Route and Dial-A-Ride (door-to-door) transit services throughout all of Merced County. Transportation centers include the park-n-ride lot, the Greyhound Bus Station and the Los Banos Airport.

The transit service, called "The Bus" operates 15 route lines and demand response services with two fixed city routes as well as a connector route to the City of Merced. The Bus offers service within the City of Los Banos via five routes located within the Planning Area, as illustrated in Figure 4-3. The Bus service generally runs from Monday through Friday, 7 a.m. to 6 p.m. and on Saturday from 9:30 a.m. to 5:30 p.m. There is no service on Sunday. The frequency between buses during both peak and off-peak hours of operation is 30 minutes. The MCT equipped all fixed route transit buses with bike racks that provide bicycle riders with greater transit access and connectivity. Many of the outlying residential areas are not served by transit.

GUIDING POLICIES

- C-G-9 Promote the use of public transit for daily trips to schools, work and doctors appointments.
- C-G-10 Promote the development and use of park-and-ride facilities for commuters.

IMPLEMENTING ACTIONS

- C-I-16 Work with Merced County Transit to situate transit stops and hubs at locations that are convenient for transit users, and promote increased transit ridership through the provision of shelters, benches, bike racks on buses, and other amenities.
- C-I-17 Ensure that new development is designed to make transit a viable choice for residents. Design options include:
- Have neighborhood focal points with sheltered bus stops;
 - Locate medium-high density development whenever feasible near streets served by transit; and
 - Link neighborhoods to bus stops by continuous sidewalks or pedestrian paths.
- C-I-18 Coordinate with Caltrans and Merced County Transit to identify and implement Park & Ride sites with convenient access to public transit.

4.4 BICYCLE AND PEDESTRIAN CIRCULATION

Bicycling and walking are important modes of transportation and are inexpensive, energy conserving, and non-polluting. Los Banos' flat topography and warm climate, make choosing to walk or bicycle an attractive transportation option.

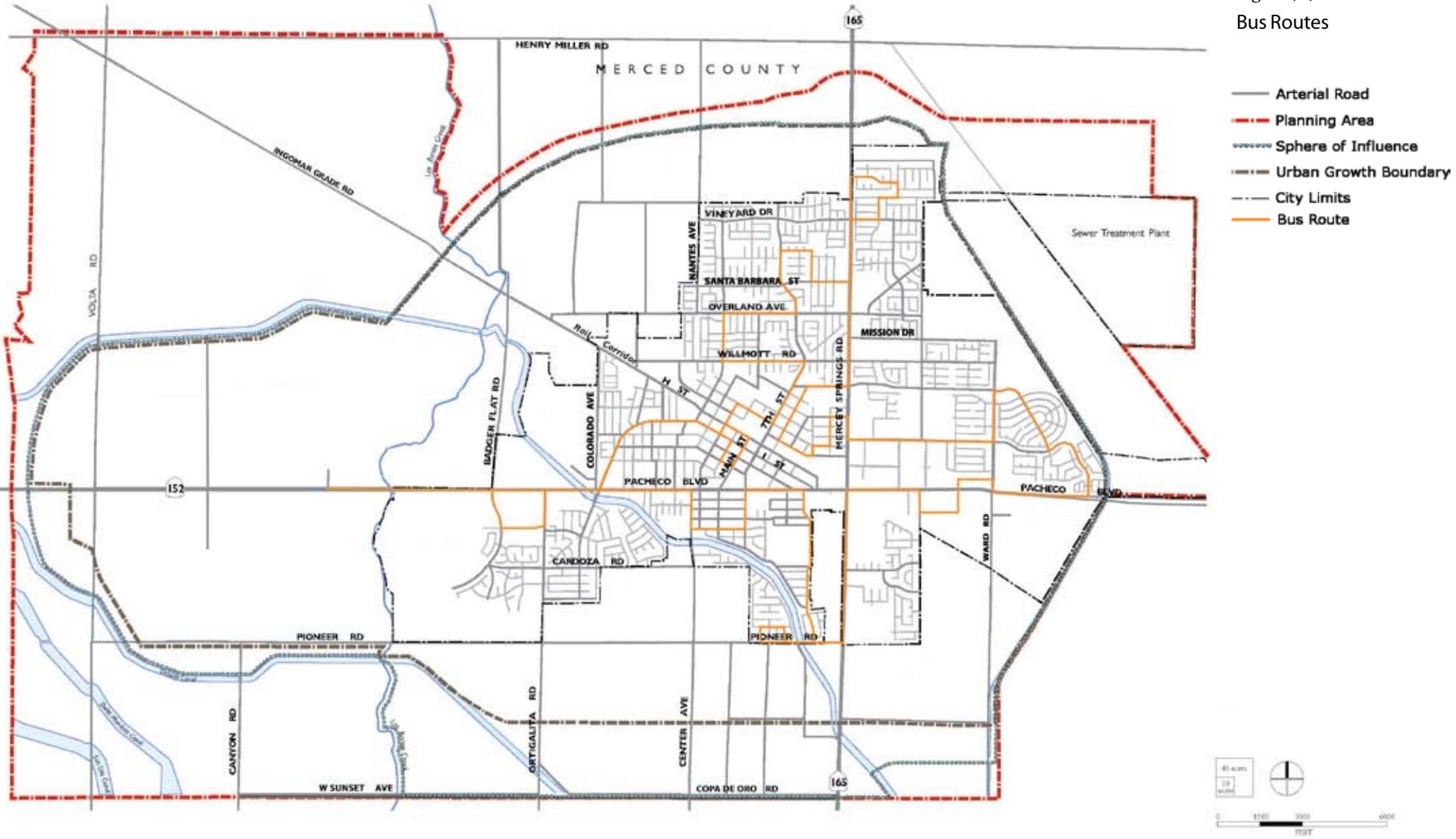
Although bicycle and pedestrian facilities are provided in Los Banos, some gaps still exist in the circulation networks for these modes. Some bicycle paths and lanes exist, but they are not continuous. As pedestrian and bicycle travel is directly related to perceived safety and convenience, providing a safe and complete network of pedestrian and bicycle facilities should continue to increase the use of these modes of travel, especially when crossing heavily traveled roads such as Pacheco Boulevard and Mercey Springs Road.

BIKEWAYS

Bikeway classifications shown in Table 4-7 include three classes of facilities. A "Class I" bikeway, also referred to as a bike path or multi-use trail, is a right-of-way that is completely separated from any street. A "Class II" bikeway, or bike lane, is a one-way, striped, and signed lane on a street or highway. A "Class III" bike route shares the road with pedestrians and motor vehicle traffic and is marked only by signs.

In Los Banos, existing and planned bikeways and bike parking facilities are identified in the Regional Bike Plan 2006. The General Plan also contains the goals and policies for providing bicycle facilities in Los Banos. The General Plan identifies 7 miles of existing bikeways and 65 miles of proposed bikeways in Los Banos. As shown in Figure 4-5, an existing bicycle path/trailway is located along the Central California Irrigation District (CCID) Canal which provides access to various neighborhoods, a number of picnic areas, restaurants and miscellaneous shops. Another bicycle path is currently under construction along the Rail-to-Trail corridor. Among proposed bicycle paths, a bicycle path on B-Street from 7th Street to Ward Road, a bike/hiking trail from 2nd Street to the intersection of SR-165 and SR-152, and a Page Avenue bicycle path between 11th Street and Scripps are the Plan's key priorities.

Figure 4-4
Bus Routes



4-7: Bikeway Classifications

Classification	Function	Access Control	Right-of-Way
Class I - Bike Paths	Provide exclusive right-of-way for bicyclists with cross flows by motorists minimized.	Where crossing or access from the bicycle path is required, the crossing should be grade-separated or occur at pedestrian crossings. Mid-block crossings should assign right-of-way through signing or signalization.	Minimum of 8 feet for a two-way facility. The minimum paved width for a one-way bike path is 5 feet. A minimum 2-foot wide graded area shall be provided adjacent to the pavement, but a 3-foot graded area is recommended. Where pedestrian activity is expected, a minimum of 12 feet for a two-way facility should be provided.
Class II - Bike Lanes	Provides preferential use of the paved area of roadway for bicyclists by establishing specific lines of demarcation between areas reserved for bicycles and motorists.	Access should be controlled to minimize intersection and driveway crossings. At intersections where there is a bike lane and an actuated signal, it is desirable to install bicycle-sensitive detectors. Push button detectors force the bicyclists to stop and actuate the push button.	Class II bike lanes are one-way facilities. On roadways with parking, the bike lane is located between the parking area and the traffic lane with 5-foot minimums for the bike lane. Where parking is permitted and not marked, minimum width is 12 feet. On roadways where parking is prohibited, a minimum of 5 feet is required, including a 2-foot gutter.
Class III - Bike Routes	Provides a right of way designated by signs or permanent markings and shared with pedestrians and motorists.	Access should be controlled to minimize driveway crossings.	The width of a Class III bike route varies. It is desirable to have a minimum bicycle travel way, however, due to various constraints/conditions; a minimum width has not been established.

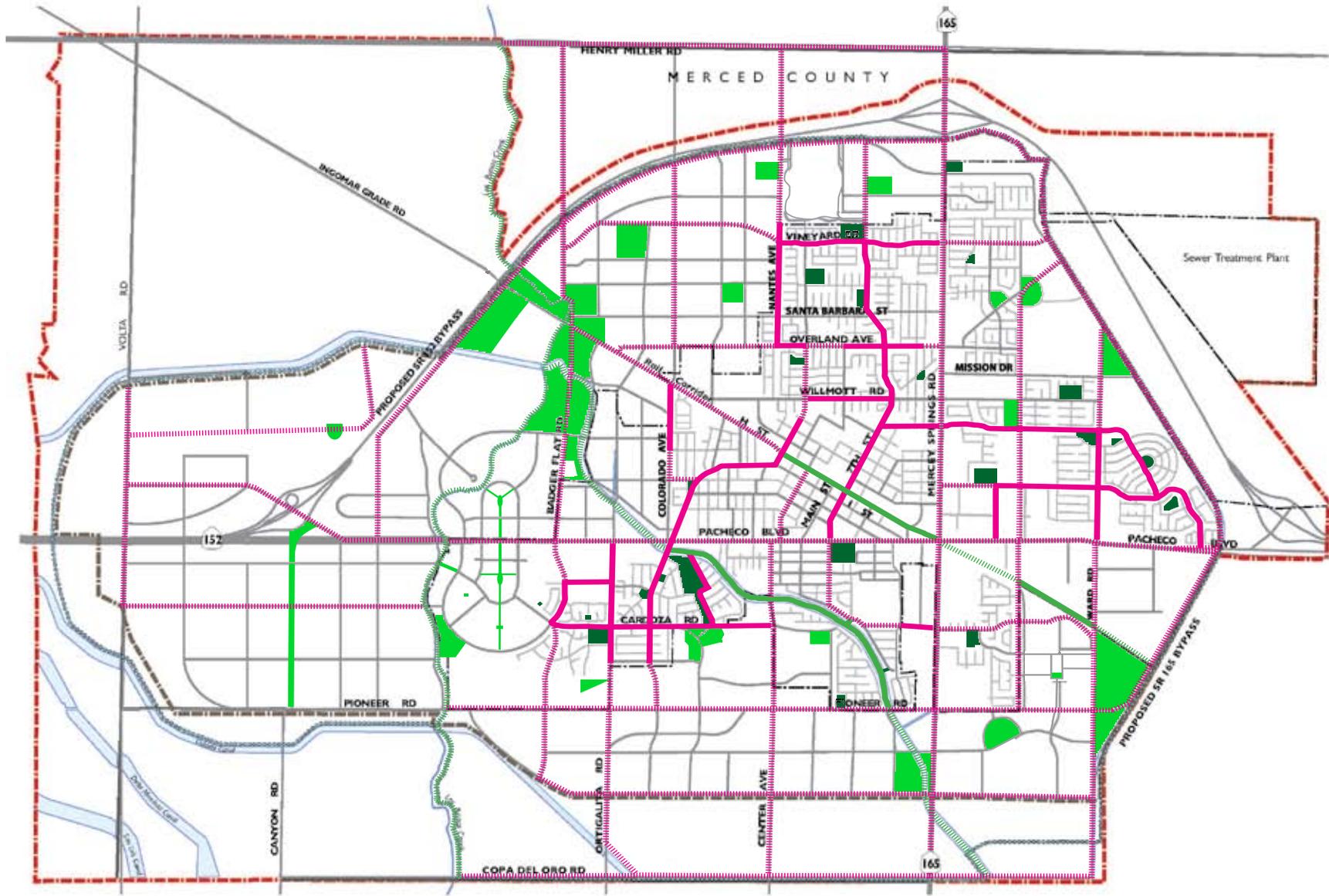
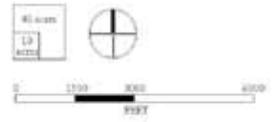


Figure 4-5
Existing and Future Bicycle, and Pedestrian Networks

- Arterial Road
- - - Planning Area
- Sphere of Influence
- - - Urban Growth Boundary
- - - City Limits
- Proposed Bike Lane
- Proposed Trailway
- █ Proposed Parks
- █ Existing Bike Lane
- █ Existing Trailway
- █ Existing Parks

Source:
 City of Los Banos



PEDESTRIAN CIRCULATION

Pedestrian flow patterns show similarities to vehicular traffic stream characteristics. Speed, flow rate, and density are interrelated. Capacity and density for pedestrians are dependent on width of the walking facility and the type of walking facility (e.g., walkways, crosswalks, and street corners). For crosswalks, pedestrian capacity and waiting time is affected by turning vehicles, signal timing, pedestrian/vehicle right-of-way laws, and pedestrian platoons meeting in the middle of the street. Street corners at signalized intersections are holding areas as well, and can be a critical location in the sidewalk network.

While sidewalk capacity is not an issue, in general, all areas should be designed to a scale that accommodates pedestrians and bicyclists. Improvements in areas within the City that currently have undersized or no pedestrian facilities should be made a priority so that the pedestrian system will be better connected. The new neighborhood centers should also be designed to be “pedestrian friendly.” In these areas, wider sidewalks should be considered to accommodate increased flows and to give preferential treatment to pedestrians. Pedestrian-friendly facilities should also be provided near transit stops and adjacent to medium and higher density residential areas.

GUIDING POLICIES

C-G-11 Promote bicycling and walking as alternatives to the automobile.

IMPLEMENTING ACTIONS

C-I-19 Support implementation of the Los Banos Commuter Bikeway Program in coordination with the County’s Regional Bikeway Plan.

C-I-20 Establish bicycle lanes, bike routes and bike paths consistent with the General Plan.

C-I-21 Increase bicycle safety by:

- Sweeping and repairing bicycle lanes and paths on a regular basis;
- Ensuring that bikeways are delineated and signed in accordance with Caltrans’ standards, and lighting is provided, where needed;
- Providing bicycle paths or lanes on bridges and overpasses;
- Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement and gravel;
- Provide adequate signage and markings warning vehicular traffic of the existence of merging or crossing bicycle traffic where bike routes and paths make transitions into or across roadways; and
- Work with the Los Banos Unified School District to promote classes on bicycle safety in the schools.

C-I-22 Give bikes equal treatment in terms of provisions for safety and comfort on arterials and collectors as motor vehicles.

C-I-23 Promote the requirement of bicycle facilities at large commercial and industrial employer sites.

C-I-24 Develop a series of continuous walkways within new office parks, commercial districts, and residential neighborhoods so they connect to one another.

- C-I-25 Provide for pedestrian-friendly zones in conjunction with the development, redevelopment, and design of mixed-use neighborhood core areas, the Downtown area, schools, parks, and other high use areas by:
- Providing intersection “bump outs” to reduce walking distances across streets in the Downtown and other high use areas;
 - Providing pedestrian facilities at all signalized intersections;
 - Providing landscaping that encourages pedestrian use; and
 - Constructing adequately lit and safe access through subdivision sites.
- C-I-26 Establish specific standards for pedestrian facilities to be accessible to physically disabled persons, and ensure that roadway improvement projects address mobility or accessibility for bicyclists or pedestrians.

4.5 PARKING

Parking regulations are intended to accommodate vehicles used by occupants, visitors, customers, clientele, and employees of a variety of buildings. The regulations can help to provide accessible, attractive, secured parking facilities; they can help to reduce traffic congestions. Cutting-edge parking is shared parking, or parking that is no longer paved, but on pervious surface with grass filtering systems to recharge groundwater.

GUIDING POLICIES

- C-G-12 Foster practical parking solutions.

IMPLEMENTING ACTIONS

- C-I-27 Ensure that all residential development provides adequate on-site parking in accordance with the Zoning and Subdivision Ordinances
- C-I-28 Promote side setbacks to provide parking for recreation vehicles where feasible.
- C-I-29 Ensure that downtown commercial businesses have adequate parking facilities; consider the need for the construction of a new parking structure for public convenience and to promote economic development, and provide parking exemptions for small stores and restaurants.
- C-I-30 Amend the Zoning Ordinance to require large employers to implement Traffic Demand Management program that combine parking restrictions with transit or bicycle subsidies, such as promoting carpooling, free bus passes, priority bicycle parking and car share programs.
- C-I-31 Amend the Zoning Ordinance to allow shared parking for mixed-uses where peak parking demands do not overlap
- C-I-32 Promote green buildings, including shared parking for mixed-use projects, passive solar on parking structures to generate energy for parking lot lighting, and pervious parking paving to improve groundwater recharge.
- C-I-33 Designate truck and tractor vehicle overnight parking at key freeway-oriented locations to avoid truck parking in residential neighborhoods.

Also see parking-related policies in Chapter 3: Land Use.

4.6 REGIONAL TRANSPORTATION AND GOODS MOVEMENT

AVIATION

Los Banos currently has a small general aviation airport west of downtown to serve city residents and communities in the vicinity. The Los Banos Municipal Airport has a 3,000 foot runway with a full return taxiway. The airport is open 24 hours and receives small twin engine passenger aircrafts as well as corporate or private jets. There are a number of T-hangers and a pilot's lounge on airport grounds. According to FAA records, the number of air operations averages about 51 per day in 2005.

The Airport Master Plan was completed in 1995 and covers the planned expansion, as well as, projected use of the Airport up to year 2015. The City is considering whether to relocate the airport to another location in the future.



Jets parked at the Los Banos Municipal Airport.

RAIL

Los Banos was historically connected to Fresno and Tracy via a railway line operated by the Union Pacific Railroad Company. The railway was primarily used to transport agricultural produce and goods, and was abandoned in the early 1990s when trucking became more economical. Today, a part of this railway is converted into Henry Miller Plaza at the junction of Main Street and H-Street.

The State of California has plans to create a high-speed rail network linking San Francisco, Oakland and Sacramento in the north—with service to the Central Valley—to Los Angeles and San Diego in the south. With bullet trains operating at speeds up to 220 mph, traveling from San Francisco to Los Angeles will take only 2 hours.

TRUCK ROUTES

In addition to moving people, the roadway system in Los Banos carries a substantial number of trucks moving goods. Specific truck routes have been designated and designed to allow truck traffic to pass through the City with minimal impact on residential neighborhoods as well as local vehicular and pedestrian traffic.

GUIDING POLICIES

- C-G-13 Promote the Los Banos Municipal Airport to meet increasing business and industrial goods movement demand, as well as recreational flying.
- C-G-14 Improve commercial goods movement.

IMPLEMENTING ACTIONS

Aviation

- C-I-34 Consider airport feasibility, and if feasible, determine the location for a new Airport outside the urban area, with access to the State highway system, at a location that will minimize environmental impacts.
- C-I-35 Work with the County to ensure future development around the new Airport is compatible with Airport operations.

Truck Routes

- C-I-36 Provide appropriate truck routes with direct access to Employment Park areas.
- C-I-37 Require the truck route street designs on “H” Street and others to match the estimated truck weight and include unloading and turning movement for safe and efficient goods delivery.

5

Parks, Open Space, and Resources

The purpose of the Parks, Open Space, and Conservation Element is to provide guidance for development and management of the City's parks and recreation facilities and public open space. The conservation section addresses natural resources, including vegetation and habitat, special status species, water resources, cultural and historic resources, and air quality.

5.1 PARKS AND RECREATION

This General Plan will serve as a guide for park and recreation master planning by the Planning and Public Works Departments. Los Banos is committed to creating and maintaining a park system that meets citizens' recreational needs and contributes to the city's positive image. The presence of well-designed and accessible parks and community facilities is essential to the health and well-being of city residents.

EXISTING PARKS AND RECREATION FACILITIES

Currently, the Parks and Facilities Division of the City of Los Banos maintains a total of 35 neighborhood, community, and pocket parks—totaling approximately 162 acres of parks. Table 5-1 lists existing parks and their acreages, and Table 5-2 summarizes existing parkland by park type. Figure 5-1 illustrates existing parks and recreation facilities.

Los Banos' park system embraces a wide variety of parks and facilities, classified as follows.

- **Pocket Park.** A pocket park typically under an acre in size, is intended to serve the needs of a specific neighborhood within a ½ mile radius. Pocket parks are usually fully landscaped with trees and turf and are between one-quarter acre and two acres in size. Besides residential neighborhoods, they can also be found in Downtowns, serving shoppers or employees as places to rest or eat.

- **Neighborhood Park.** A neighborhood park, typically 2-9 acres in size, provides basic recreation facilities for one or more neighborhoods. The service area typically ranges from ½ to 1.5 miles and should avoid crossing any major natural or manmade barriers that inhibit access to the park.
- **Community Park.** A community park, with a minimum of 10 acres in size, is intended to serve the recreational needs of the entire city.
- **Specialized Use or Regional Park.** A specialized use park is a recreation area or facility intended to provide the city with a specific activity or use. A linear park or trail is one example. Other parks with a mix of public and private passive and active space, such as parts of the Colorado Ball Park and Rail Trail Park, are also examples.

The neighborhood and community parks have a variety of facilities, including sports fields, tennis courts, basketball courts, picnic areas and children’s play areas, as well as grass areas for informal play. Currently, there is a joint use agreement between the school district and the City for facility use. However, the availability of school facilities is limited due to their intensity of use. Table 5-2 summarizes the total acreage and ratios of parkland type per 1,000 residents.

5-1: Existing Public Parks and Recreation Facilities			
Name	Acreage	Name	Acreage
Community Park		Pocket Park	
Ag Sports Complex	29.54	Airport Park	0.1
Gardens Park V	16.99	Big Page Park	0.91
HG Fawcett Canal Side	19.0	Catholic Park	0.41
Pacheco Park	12.5	Citrus Terrace I	0.15
Talbott Park	10.68		
Neighborhood Park		City Park	0.81
Citrus Terrace II	2.35	Davis Park	0.2
College Greens Park	5.3	Rancho Dos Amigos Park	0.66
Colorado Ball Park	6.0	Gardens Park I	0.82
Cresthills Park	3.57	Gardens Park III	0.6
Jo Lin Park	3.03	Little Page Park	0.16
Little League Park	8.36	Meadowlands I	0.62
Meadowlands II	4.13	Presidential Park	0.54
Meadowlands III	3.11	Skylark Park	1.32
Oliveira Park	7.0	Village Park	0.4
Ranchwood Park	4.49	Flagpole Park	0.63
Regency Park	5.0	Wolfsen Park	0.06
Skylark Park Expansion	5.7	Regency Tot Lot Park	0.4
Verona Park	6.45	Orchard Terrace Park	1.1
Veteran’s Memorial Park	2.7	Meadowlands III Park	1.0
Vineyard Basin A	6.13	Villages IIA Park	0.49
Vineyard Basin B	8.72		
Vineyard 14 Basin C	8.9		
			Total 191

Source: City of Los Banos, 2007.

5-2: Summary of Existing Recreation Facilities

Park Type	Acreage	Current Ratio
Community Park	89	2
Neighborhood Park	91	3
Pocket Park	11	0
Total	191	5

PROPOSED PARKS

The parks proposed in the General Plan respond to the expressed desire of Los Banos residents for more green spaces, greater access to parks and recreational spaces, and an enhanced urban environment.

As shown in Table 5-2, the City currently has 191 acres of neighborhood, community, and pocket parks in the city serving a population of roughly 36,198 residents. This translates into a park ratio of 5 acres per 1,000 residents.

The proposed new community park in the south east of the city, along the HG Fawcett Parkway (CCID Main Channel) is envisioned for soccer fields. The proposed new community park within the Business Opportunity area is envisioned for football practice fields. The third proposed community park, north and west of the airport and contiguous with the Los Banos Creek, is envisioned to house new Little League facilities. These parkland areas are to be acquired by the City through private and public funding sources or through development contributions. In all, the General Plan aims to achieve a parkland goal of 7 acres per 1,000 residents. This will show that, at buildout, 91 percent of all residents will live within ¼ mile of a park.

LINEAR PARKS AND TRAILS

Linear parks and trails contribute to a city’s ability to preserve and protect natural areas, ecological features and cultural heritage. They help expand opportunities for alternative transportation and serve the needs of users from commuters and walkers, to cyclists and in-line skaters. The abundance of both man-made and natural linear elements in Los Banos such as waterways, abandoned rail lines and canals, means there exist excellent opportunities to create interesting linear parks and trails. These special parks could be part of an effort to provide connectivity throughout the community.

Rail Corridor Trail

Currently, the city has a linear park in the center of downtown. The Rail Corridor Trail was born out of a collaborative effort between City government, community leaders and business owners to revitalize downtown after the Union Pacific Railroad company abandoned its right-of-way in the mid-90s. After years of planning and discussion, construction work on the Rail Corridor Trail finally began in 2005. The trail roughly follows H-Street, a diagonal street that connects downtown with development East and West of the city.

HG Fawcett Parkway (CCID Main Channel)

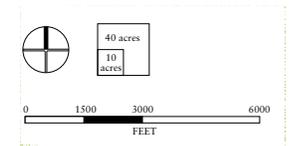
The Central California Irrigation District (CCID) Main Channel presents an excellent opportunity to create an extensive linear park system in Los Banos. The Channel traverses the city in a roughly northwest to southeast direction and connects two parks, the Los Banos Municipal Airport, Pacheco Boulevard, and several schools along its path. It is easily accessible to residential neighborhoods in the south of the city and may serve as a commuter route to future Employment Centers. Recently, part of the channel was turned into a linear park (HG Fawcett Parkway) as part of the Los Banos 2002 Commuter



Figure 5-1
Parks and Recreation Facilities

- Existing Parks
 - Proposed Parks
 - Proposed Trails
 - Planning Boundary
 - Sphere of Influence
 - Urban Growth Boundary
 - City Limits
-
- Existing Parks
 - Community Parks (1/4 mile radius)
 - Neighborhood Parks (1/2 mile radius)
 - Proposed Parks
 - Community Parks (1/4 mile radius)
 - Neighborhood Parks (1/2 mile radius)

Source:
City of Los Banos



Bike Plan. The HG Fawcett Parkway offers a jogging path, a number of picnic areas, pocket parks, and pedestrian bridge. Residents from different neighborhoods are regularly seen fishing in the channel or walking their dogs. As the city becomes more developed, the HG Fawcett Parkway could be extended to link new neighborhood parks and community centers south of Los Banos.

Los Banos Creek Trail

The Los Banos Creek traverses the city in a north/south direction and was traditionally a major watershed and flood catchment for the area. Currently, the creek runs along the edge of urban development and adjoins several agricultural land parcels. When this part of the City becomes developed in the future, the creek will become a major ecological green belt and circulation element. It has potential for multi-purpose recreation, water recharge, and habitat restoration facilities. Additionally, portions of the Trail system could serve as a buffer between proposed commercial uses to the west of the creek and residential development at the other side. The current Land Use Element proposes a Community/City Park at the junction of the creek and the HG Fawcett Parkway. This interconnection will provide a linear trail system that ties together the creek area with south and southeastern portions of the city.



The Rail Corridor Trail provides biking, exercise equipment, and rest areas for park uses.

GUIDING POLICIES

- POSR-G-1 Establish and maintain a high-quality public park system for Los Banos.
- POSR-G-2 Provide park and recreation facilities within close proximity to residents they are intended to serve.
- POSR-G-3 Provide a unified and consistently marked trail system throughout the city, including bikeways, pathways, sidewalks, and other trails that link key destinations in the city including parks and recreational facilities, community facilities, public schools, and downtown.

IMPLEMENTING ACTIONS

Parks

POSR-I-1 Provide a range of park and recreational facilities to serve the needs of all residents.

POSR-I-2 Maintain and update a 10-year Park and Recreation Master Plan in consultation with the Parks and Recreation Commission. Community design standards for new park and recreation facilities should include:

- Standards for bicycle/pedestrian and handicapped access;
- Minimum safety standards in accordance with State guidelines; and
- Allowable native and drought resistant plant species.

POSR-I-3 Amend the Subdivision Ordinance to require developers make contributions to the Park System, at a minimum ratio of 5 acres of park land per thousand residents or an in lieu fee that is equivalent.

POSR-I-4 Acquire and develop parks and open spaces, consistent with the ability of the City to finance acquisition and operation, to reach a functional goal of 7 acres per thousand residents.

POSR-I-5 Establish the following minimum criteria as a guide to improving the park system:

- Neighborhood Parks should have a minimum size of 2-9 acres and a general service area of one-half mile radius; and

- Community Parks should have a minimum size of 10 acres and a general service area of a two mile radius.

POSR-I-6 Only approve Pocket Parks as part of a Planned Development if the long term maintenance of such facilities is guaranteed by a legally established maintenance district.

POSR-I-7 Actively pursue and utilize available public and private funding sources for land acquisition, facility construction, program development and maintenance of park and open spaces.

POSR-I-8 Cooperate with the Los Banos Unified School District to promote joint development and use of school facilities after school hours.

POSR-I-9 Design park facilities to be as flexible as possible, so that they may adapt to changes in the population served and in the recreation program offered.

POSR-I-10 Develop new parks with high quality park facilities which are durable and require low maintenance, wherever possible. Retrofit existing parks, as appropriate, to reduce maintenance cost and water use, and to improve safety and aesthetics.

POSR-I-11 Involve citizens, especially youths, in maintaining park areas through participation in park watches, citizen based graffiti watch, cleanup and repair.

Trail Network

- POSR-I-12 Link parks together by a system of trails, bike paths, and/or open space.
- POSR-I-13 Continue to develop existing trails and linkages and create new trails where feasible:
 - Rail Corridor Park. Continue to develop the Rail Corridor Park and implement developments in the Rail Corridor Master Plan;
 - HG Fawcett Parkway. Continue to improve and expand the HG Fawcett Parkway with activite day time uses consistent with CCID use agreement which may include: exercise equipment, park furniture and landscaping;
 - Los Banos Creek Trail. Prepare and adopt a Los Banos Creek Parkway Plan prior to development of creekside properties.
- POSR-I-14 Amend the Subdivision Ordinance to require developers to dedicate and improve any portion of a planned bike path or trail system that passes through their development project sites, including any needed linkages to the regional bike and trail system.
- POSR-I-15 Include funding for trail acquisition and trail improvements in the Park Development Fee Program.



Park facilities should be durable, safe, and require low maintenance.

5.2 OPEN SPACE RESOURCES

Los Banos’ setting—in an agricultural county laced with creeks and waterways—includes natural resources that are important, not only for aesthetic value, but also for environmental quality, habitat protection, and water resources. In addition, preserving the general configuration of surrounding hills, creeks, and natural topographic features fosters a sense of place for the community, and this affords current and future residents an understanding of the city’s natural setting and native topography. These many functions of open space underscore the importance of careful land use planning.

CLASSIFICATION OF OPEN SPACE

State planning law provides a structure for the preservation of open space by identifying four open space categories:

- **Open space for public health and safety** including, but not limited to, areas that require special management or regulation due to hazardous or special conditions. This type of open space might include: earthquake fault zones, unstable soil areas, floodplains, 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.
- **Open space for the preservation of natural resources** including, but not limited to, areas required for the preservation of plant and animal life, such as: habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; coastal beaches, lakeshores, banks of rivers and streams; and watershed lands.
- **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, such as access to lakeshores, beaches, rivers and streams; and areas that serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.
- **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 ground water basins; bays, estuaries, marshes, rivers and streams that are important for the management of commercial fisheries; and areas containing major mineral deposits.

- **Open space to shape and limit urban form** including, but not limited to, areas meeting other open space objectives, such as greenbelts and open space corridors established to implement community design goals or objectives. Open space established for the SR-152 Bypass and those under the jurisdiction of the CCID and GWD, may also be classified as open space to shape and limit urban form.

The open space resources illustrated in Figure 5-2 are not intended to imply that the public interest would be best served by prohibiting development on all such lands. Rather, these open space resources likely signify one of three possible scenarios, depending upon the ecosystem fragility, location, hazard potential, regulatory constraints, and other pertinent factors. General Plan policies and zoning requirements should be consulted to decide which scenario to apply to specific areas of open space.



The preservation of open space around Los Banos is a key component of the Plan.

The scenarios are:

- All development should be prohibited;
- Development should be permitted on part of the land and the balance preserved as open space—a clustering concept; or
- Development should be permitted subject to site plan and architectural review and the imposition of specific conditions to protect against hazards and preserve the integrity of the land and the environment.

Determination of how these open space resources are to be protected will be made on a case-by-case basis following standards and review procedures established in the Zoning and Subdivision ordinances consistent with General Plan policies.

Figure 5-2 illustrates a composite of these open space classifications established in State law. In addition to these classifications, a fifth is proposed as a means of implementing the Sphere of Influence (SOI) established in the Land Use Element of this General Plan.

EXISTING OPEN SPACE

Los Banos is primarily surrounded by agricultural open space and undeveloped lands in the unincorporated areas. Open space currently exists in the western parts of the City near the municipal airport, and around the edges of its sphere of influence. The Ag Sports Complex, HG Fawcett Parkway and Rail Trail Corridor also provide open space features in the heart of the city. Several thousand acres of open space are preserved as part of the Grasslands Ecological Area (GEA) and Pacific Flyway. Open space outside city boundaries are preserved for ecological reasons. The policies listed in this section are intended to protect open space resources, and improve open space management and access to these areas.

GUIDING POLICIES

- POSR-G-4 Preserve and maintain open space around the city for future generations.
- POSR-G-5 Continue to provide public access to public open space to the maximum extent feasible.

IMPLEMENTING ACTIONS

- POSR-I-16 Work with the Grasslands Water District to create a greenbelt/open space buffer around the perimeter of the city that provides a clear sense of identity and also protects the Grassland Ecological Area.
- POSR-I-17 Establish priorities for open space preservation and acquisition based on an evaluation of:
 - Significant natural areas that are historically, ecologically, or scientifically unique or are outstanding, important or threatened;
 - Wildlife habitats and fragile ecosystems in need of protection;
 - Watersheds or significant water recharge areas;
 - Open space for safety and public health;
 - Lands suitable for recreation such as biking, photography or nature study; and
 - Land suitable for agricultural production.

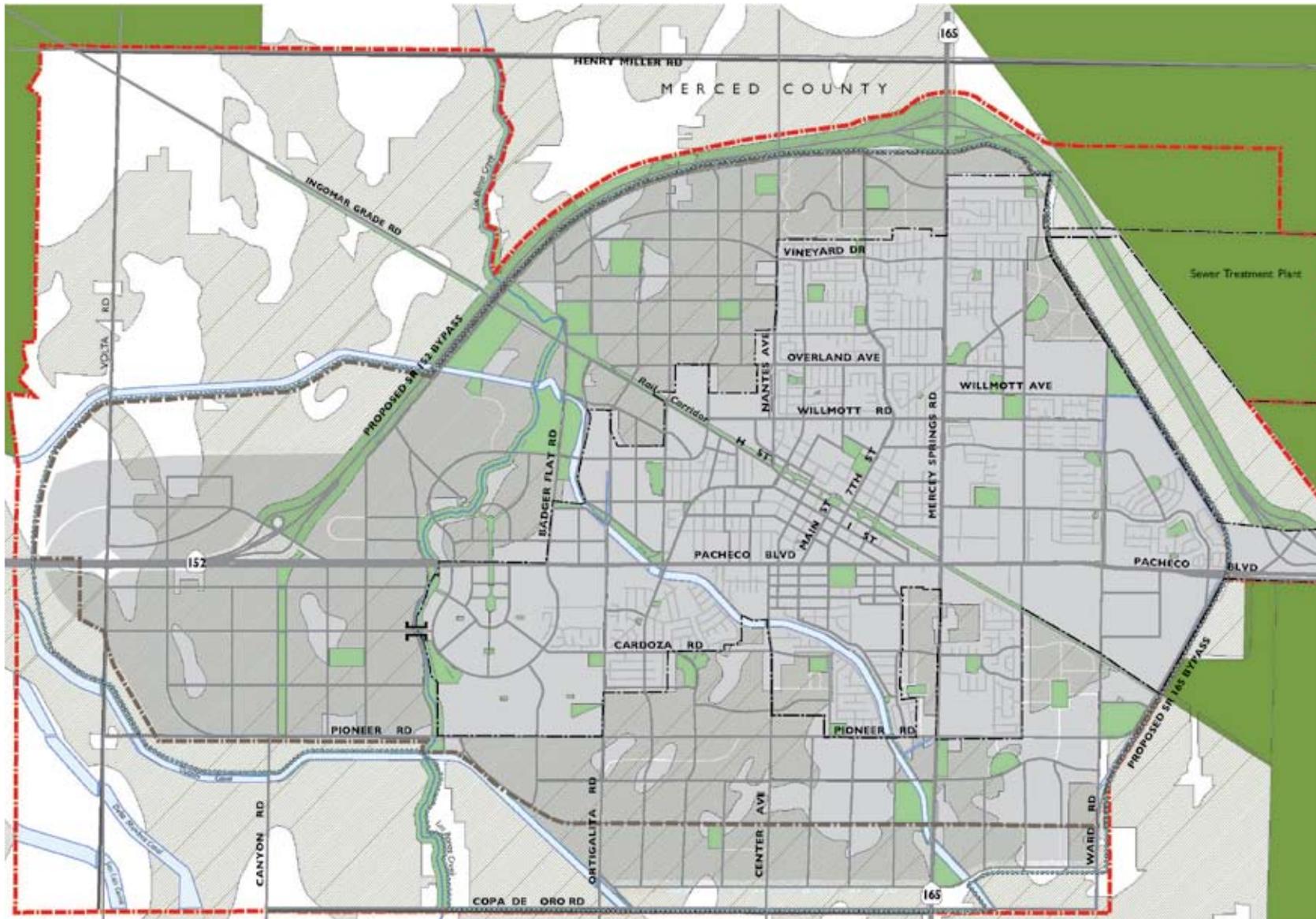
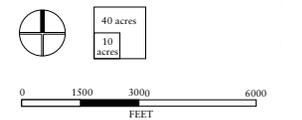


Figure 5-2
Open Space Resources

- Public Health and Safety
Includes 100-year flood plain
- Natural Resources
Ecological preserves
- Managed Resource
Production
Includes prime farmland
and farmland of statewide
importance
- Outdoor Recreation
Pedestrian trail plus
existing and proposed parks
- Urban Land in 2030
- Planning Area
- Sphere of Influence
- Urban Growth Boundary
- City Limits

Source:
CA Natural Diversity Database, 2007



- POSR-I-18 Require degraded open space areas be restored to an environmentally sustainable condition as part of development approval where these lands are proposed as permanent open space in new development.
- POSR-I-19 Work with property owners, law enforcement officials, and the public in preserving or restoring open space to its natural state. These efforts may include, but are not limited to:
- Soliciting volunteers to remove invasive vegetation;
 - Removing abandoned items and trash; and
 - Ensuring no illegal encampments occur on open space areas.
- POSR-I-20 Support efforts to increase the regional county open space system through joint efforts with Grasslands Water District, Central California Irrigation District, Merced County, and nonprofit trustee agencies.

5.3 BIOLOGICAL RESOURCES

The City of Los Banos lies at the edge of the larger San Joaquin Valley eco-region, with portions of two key open space areas, the Grasslands Ecological Area (GEA) and the Pacific Flyway, neighboring to the east. The GEA is considered the largest wetland complex in California. Consequently, the Planning Area includes a variety of unique natural communities that range from vernal pools/wetland communities to riparian woodlands. The region’s modest weather, and rich alluvial soil developed from sediment deposited by the San Joaquin River and its tributaries support a substantial variety of amphibians, reptiles, birds and mammals.

VEGETATION AND HABITAT

As illustrated in Figure 5-3, the majority of the Planning Area is comprised of agricultural land, with patches of un-touched grassland scattered throughout the northern and northeast portions of the Planning Area. These grassland areas contain a diverse amount of habitat types including semi-permanent and seasonal wetlands, vernal pools and riparian corridors. Several grassland areas have been grazed for many years, are ruderal in nature, and are dominated by species such as wild oat (*Avena barbata* and *Avena fatua*), Mediterranean barley (*Hordeum marinum ssp. gussoneanum*), barley (*Hordeum murinum ssp. leporinum*), soft chess (*Bromus hordeaceus*), rip-gut brome (*Bromus diandrus*), red brome (*Bromus madritensis ssp. rubens*), fescue (*Vulpia bromoides*), rat-tail fescue (*Vulpia myuros*), medusahead (*Taeniatherum caput-medusae*), and Italian ryegrass (*Lolium multiflorum*). Types of vegetation and habitat found in the Planning Area is summarize in Table 5-3.

5-3: Vegetation within the Planning Area

Type	Acres	Percent of Total Planning Area
Agriculture	12,388	56
Alkali Desert Scrub	6	<1
Annual Grassland	769	3
Freshwater Emergent Wetland	51	<1
Pasture	50	<1
Urban	8,628	39
Valley Foothill Riparian	5	<1
Water	1	<1
Total	21,896	100

Source: Environmental Science Associates, 2005

Wetland or marshland habitats can be found east of the planning area near San Luis Canal. They are often interspersed with agricultural lands and pasture. Wetlands are ecologically complex habitats that support a variety of plant and animal life. The GEA boundary neighboring the area is a non-jurisdictional border established by the U.S. Fish and Wildlife Service for the purpose of designating an area in which public easements for wetland conservation may be purchased. This area of year-round and seasonal wetlands, riparian corridors, and native grasslands provides habitat for over 550 species of plants and animals, including 47 species that have been federally listed as threatened, endangered or sensitive. These habitats are managed by the California Department of Fish and Game, Grasslands Water District and various private owners. The Flyway is an important concentration area for ducks early in the fall, and by some estimates, the wetlands near the Planning Area are used by 30 percent of the Pacific Flyway wintering duck population.

Native fauna found here include Gilbert skinks (*Eumeces gilberti*), western whiptails (*Cnemidophorus tigris*), and common garter snakes (*Thamophis sirtalis*). Wetlands are also the natural habitat for western toads (*Bufo boreas*) and a number of resident waterbirds that nests here all year including Great egrets (*Casmerodias albus*), Great blue herons (*Ardea herodias*) and Cinnamon Teal (*Anas cyanoptera*). Many more arrive from the north during the winter months to nest. Flora and vegetation species common to these areas include saltgrass (*Distichlis spicata*), alkali heath (*Franklinia salina*), alkali weed (*Cressa truxillensis*), fat hen (*Atriplex triangularis*) and species of Lasthenia grass well adapted to the alkalinity of the soil. In addition to land-based plants and animals, wetlands near irrigation channels or ponds support a number of aquatic plants and waterfowl. American Coots and Pied billed Grebes (*Podilymbus podiceps*) are commonly seen in canals and irrigation ditches all year round.

A number of species of flora and fauna can also be found in upland, agricultural and urban parts of the city. Food from residential development attracts Brewer’s blackbirds (*Euphagus cyanocephalus*), American robins (*Turdus migratorius*), northern mockingbirds (*Minus polyglottus*), and house guests such as the Norway rat (*Rattus norvegicus*). Yellow-billed magpies (*pica nuttallii*) are abundant in the Los Banos area, especially where nearby orchard trees provide nesting opportunities and food. Surrounding agricultural fields and pastures provide a foraging ground for mammals such as the San Joaquin kit fox (*Vulpes macrotis mutica*) and coyotes (*Canis latrans*), while the riparian corridor located west of the city gives amble tree cover for species such as the Bullock orioles (*Icterus bullocki*) and the Burrowing owl (*Athene curicularia*).

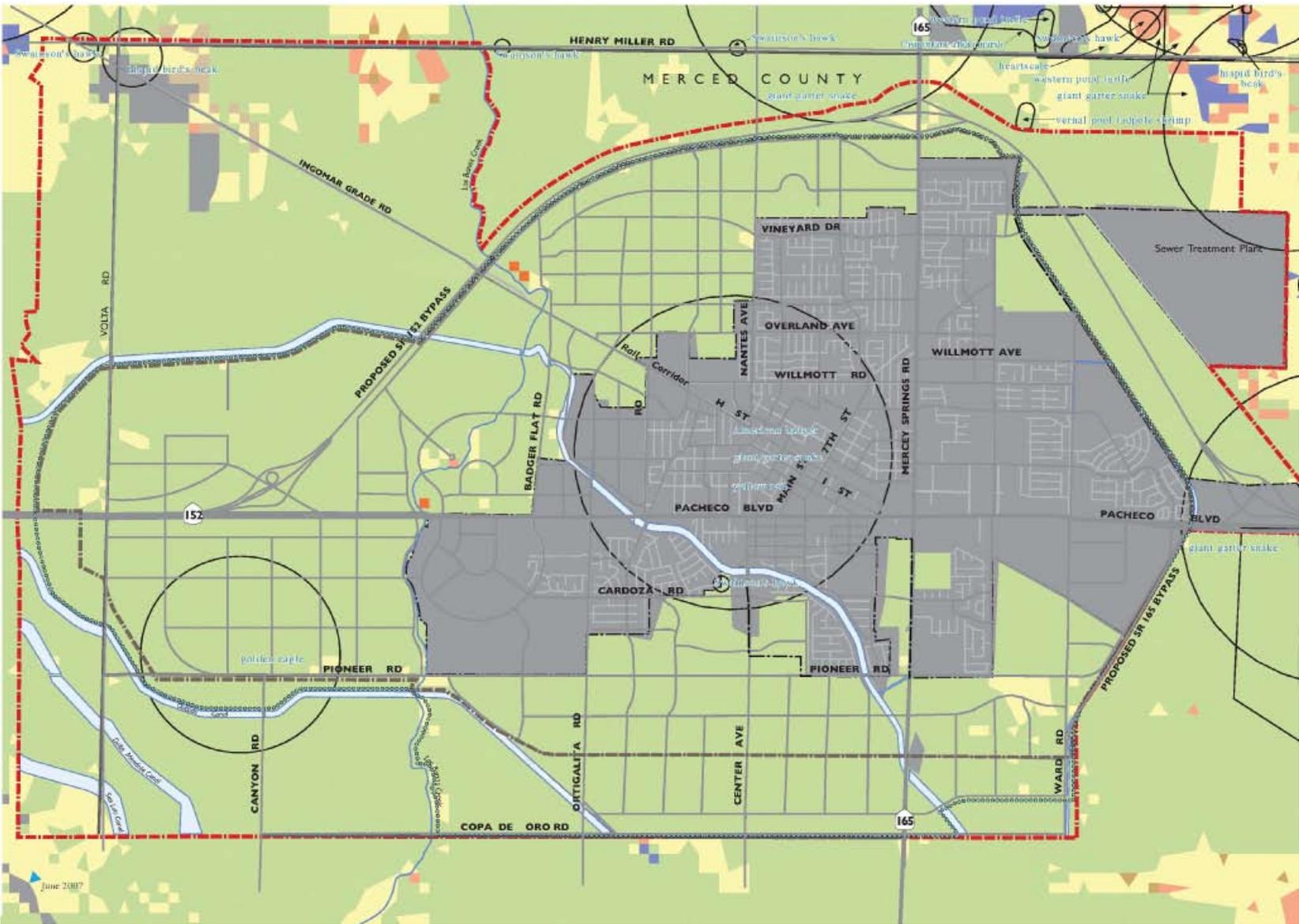
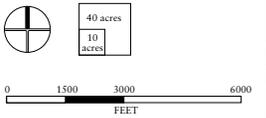


Figure 5-3
 Special Status Species
 and Habitat

- Special Status Species
- Agriculture
- Alkali Desert Scrub
- Annual Grassland
- Blue Oak Woodland
- Freshwater Emergent Wetland
- Pasture
- Urban
- Valley Foothill Riparian
- Water
- Planning Area
- Sphere of Influence
- Urban Growth Boundary
- City Limits

Source:
 CA Natural Diversity Database, 2007



June 2007

SPECIAL STATUS SPECIES

Special-status species are those plants and animals that, because of their acknowledged rarity or vulnerability to various causes of habitat loss or population decline, are recognized in some fashion by federal, State, or other agencies as deserving special consideration. According to records maintained by the United States Fish and Wildlife Service and the California Department of Fish and Game, several locations within the Planning Area are considered both known and potential habitat for several special status plant and animal species such as vernal pool tadpole shrimp, Swainson’s hawk, San Joaquin kit fox, Giant garter snake, and the western pond turtle. Figure 5-3 illustrates the locations of potential and known special status species within the Planning Area along with radii representing occurrences within a particular area. Table 5-4 summarizes the occurrences of special status species within the Planning Area.

5-4: Special Status Species within Planning Area	
Common Name	Occurrences
San Joaquin kit fox	1
Giant garter snake	4
American badger	1
Yellow rail	1
Northern harrier	0
Swainson’s hawk	1
Western pond turtle	0
Vernal pool tadpole shrimp	1
Tri-colored blackbird	0
Sanford’s arrowhead	0
Heartscale	0
Hispid bird’s-beak	1
Total	10

Source: Environmental Science Associates, 2005.

WILDLIFE CORRIDORS

Not only does the area surrounding Los Banos supply food or habitation areas for local plant and animal populations, it also serves the crucial function of providing movement corridors for regional wildlife. Tulare Basin and San Joaquin Valley from Kern County represent the northern extent of continuous natural habitat extending west to Little Panoche Wildlife Area and south through the Valley floor. These open spaces are within systems of regional wildlife movement. Also, creeks and waterways within the Planning Area may provide rainy season migration routes for California horned lizards in addition to more common amphibians. Los Banos is also in the path of the Pacific Flyway and its riparian vegetation provides cover for migrating or non-migrating birds and waterfowl.



A flock of birds wintering in wetlands surrounding Los Banos.

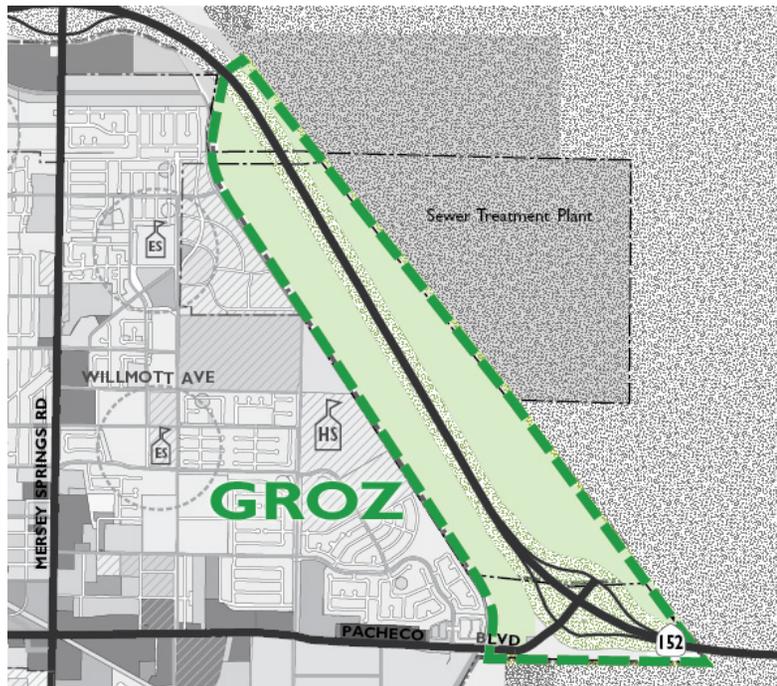
GUIDING POLICIES

- POSR-G-6 Protect rare and endangered species.
- POSR-G-7 Protect and enhance the natural habitat features and open space corridors within and around the Planning Area.

IMPLEMENTING ACTIONS

- POSR-I-21 Require assessments of biological resources prior to approval of any development within 300 feet of any creeks, sensitive habitat areas, or areas of potential sensitive status species, and protection of sensitive habitat areas and special status species in the following order: 1) avoidance; 2) onsite mitigation, and 3) offsite mitigation.
- POSR-I-22 Establish and maintain a protection zone around wetlands, riparian corridors, and identified habit areas where development shall not occur, except as part of a parkway enhancement program (e.g., trails and bikeways).
- POSR-I-23 Establish a “no net loss” policy for wetlands and vernal pools within and adjacent to the Planning Area.
- POSR-I-24 Review development proposals in accord with applicable Federal and State protecting special-status species and jurisdictional wetlands and use the California Natural Diversity Database and field reconnaissance, where necessary to confirm habitat value, to assist in identifying potential conflicts with sensitive habitats or special status species and establishing appropriate mitigation and monitoring requirements.

- POSR-I-25 Establish and maintain a Grasslands Resources Overlay Zone (GROZ) for the inter-canal area between the San Luis Canal and the Santa Fe Canal north of SR-152 where lands within the GROZ (allowing for the bypass) shall remain in agricultural and open space uses.
- POSR-I-26 Provide wildlife corridors to allow movement of animals and minimize wildlife-urban conflicts.
- POSR-I-27 Require the preservation of mature trees and encourage the planting of drought resistant street and shade trees in all new developments.



The Grasslands Resources Overlay Zone will protect the Grasslands Ecological Area.

5.4 LAND RESOURCES

Agriculture is the most prominent open space use in the Los Banos Planning Area. Agriculture also is an important contributor to the city’s economy.

AGRICULTURE

Agriculture Production

Agriculture lands are one of Los Banos’ most important resources. According to County Agricultural Commissioners Reports, Merced County’s gross agriculture production was recorded at \$2.3 billion in 2005, ranking fifth in California. The top five leading commodities include milk, chickens, tomatoes, cattle, and almonds. Although gross agriculture production value growth has ranged widely from 0.3 to over 23 percent over the past five years, on average it has grown by 8 percent per year. The preservation of agriculture resources is important to the economic vitality of both the city and the region.

5-5: Gross Agriculture Production for Merced County, 2005		
Year	Gross Value (Thousands)	Percent Change
2000	1,538,545	<1
2001	1,703,039	11
2002	1,730,720	2
2003	1,918,230	11
2004	2,365,494	23
2005	2,388,058	1
Average Growth		8

Includes totals without timber.

Source: California Agriculture Statistic Service, Summary of County Agricultural Commissioners’ Reports, 2000-2005.

Farmlands

As illustrated in Figure 5-4, Prime Farmland comprises a total of 10,331 acres (approximately 47 percent of the Planning Area) with this land dispersed throughout the Planning Area. After accounting for Urban and Built-Up Land, concentrated within existing City Limits, Farmland of Statewide Importance occupies the third most significant proportion of the Planning Area, comprising approximately 2,476 acres. The majority of Farmland of Statewide Importance is nestled in the northwest portion of the City Limits and in the western portion of the Planning Area. There are a wide variety of crops or uses on each of the farmland types located with the Planning Area. Common crops include cotton, tomatoes, cantaloupes, alfalfa, grazing, fruit/nut trees, row crops. Other uses include dairies, cattle stockyards, slaughterhouses, sheep/cattle grazing, agricultural processing facilities, packing sheds, etc. Table 5-6 lists the acreage and percent of farmland by category within the Planning Area.

5-6: Existing Farmland within the Planning Area

Type	Acreage	Percent of Total Planning Area
Urban/Built-up Land	9,802	45
Prime Farmland	6,195	28
Farmland of Statewide Importance	2,222	10
Farmland of Local Importance	858	4
Unique Farmland	1,833	8
Grazing Land	346	2
Other Land	641	3
TOTAL	21,896	100

Source: Department of Conservation: Division of Land Resource Protection;

Agriculture Protection Issues

Merced County’s inventory of agricultural land decreased from 1,166,032 acres in 2002 to 1,162,954 acres in 2004—a total of 3,078 acres. According to the California Department of Conservation, this decrease was partly due to the fact that 5,511 acres of prime farmland was reclassified as farmland of local importance. This reclassification was a result of agricultural land being left idle for three update cycles, the delineation of dryland grain areas throughout the county, or the addition of low-density housing (ranchettes) and confined animal agriculture facilities.

As summarized in Table 5-7, over 6,500 acres of agricultural land in the County was converted to nonagricultural use from 1994 to 2004. More specifically, this conversion resulted in a reduction of 1,834 acres of prime farmland—less than half a percent of the total inventory of prime agriculture land in Merced County in 2004.

Agricultural land area within the Los Banos Planning Area will be converted to urban uses over the next 23 years in order to accommodate projected growth. For that reason, the Land Use Element of the General Plan establishes an Urban Growth Boundary and encourages compact development to reduce unnecessary conversion of agricultural lands.

5-7: Agriculture Land Converted to Nonagricultural Use in Merced County, 1994-2004

Farmland Categories	1994	1996	1998	2000	2002	2004	Total
Prime Farmland	571	510	248	202	167	136	1,834
Farmland of Statewide Importance	65	65	45	40	40	45	300
Unique Farmland	106	78	91	91	76	68	510
Farmland of Local Importance	424	350	845	878	799	581	3,877
Grazing Land	-	-	-	1	-	-	1
Total Agriculture Land	1,166	1,003	1,229	1,212	1,082	830	6,522

Source: California Department of Conservation, Division of Land Resource Protection, 2006.

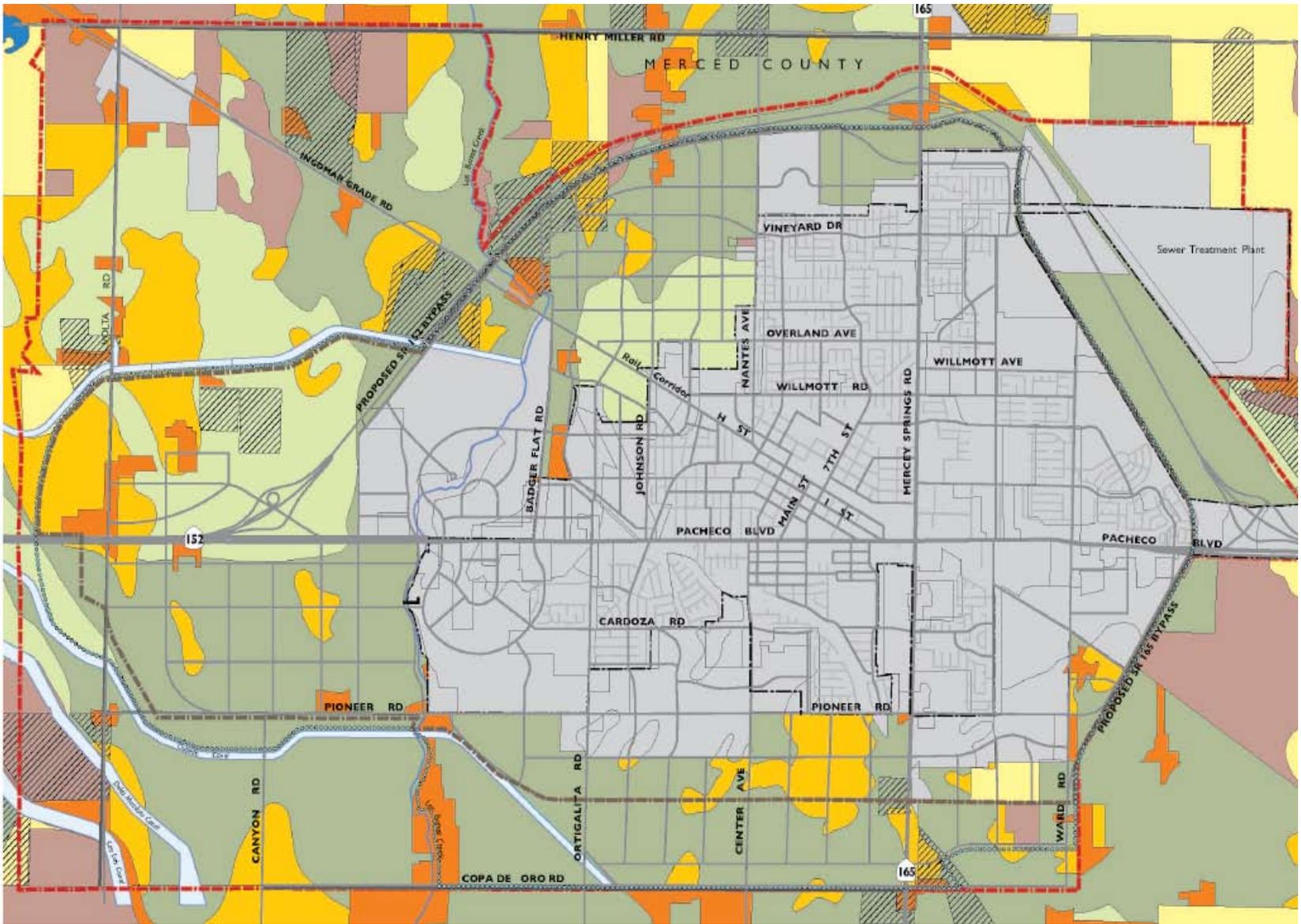
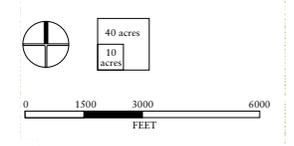


Figure 5-4
Farmland

- Prime Farmland
- Farmland of Statewide Importance
- Farmland of Local Importance
- Grazing Land
- Unique Farmland
- Water
- Other Land
- Urban and Built-Up Land
- Williamson Act
- Planning Area
- Sphere of Influence
- Urban Growth Boundary
- City Limits

Source:
California Department
of Conservation, 2006



GUIDING POLICIES

POSR-G-8 Promote preservation of agriculture within the Planning Area.

IMPLEMENTING ACTIONS

POSR-I-28 Work with the County and with the Grasslands Water District to preserve agricultural uses outside the Urban Growth Boundary.

POSR-I-29 Require developers of residential developments adjoining agricultural land provide, fund and maintain a sufficient physical buffer to ensure that agricultural practices will not be adversely affected.

POSR-I-30 Require property developers adjacent to sites where agricultural uses are being conducted to inform subsequent buyers of potential continued agricultural production and the lawful use of agricultural chemicals, including pesticides and fertilizers.

POSR-I-31 Require anti-vandalism designs (appropriate fencing or other landscape features) to ensure that new development has conditions that minimize increased vandalism of adjacent agricultural activities outside the Urban Growth Boundary.

POSR-I-32 Attempt retain water rights in all annexed areas so that agricultural production can continue on annexed land until the time of development. These rights will then be made available to meet urban water demands, or where feasible, be exchanged for ground water recharge opportunities as part of a comprehensive water recharge program.

5.5 WATER RESOURCES

The City’s Planning Area is located within the Middle San Joaquin-Lower Chowchilla watershed, which lies within the greater San Joaquin Hydrologic Basin. Water enters the Sub-basin by way of river beds throughout the valley. The Planning Area is traversed by two natural surface water features, the Los Banos Creek and Mud Slough. Through the years, both water courses have been altered for flood control and have their volume reduced upstream. Three man-made water courses—The CCID Main Canal, San Luis Canal, and the Santa Fe Canal, run through or close-by the Planning Area. These canals are used for both drainage conveyance and irrigation purposes.

GROUNDWATER BASINS

Los Banos extracts its ground water from the Delta-Mendota Subbasin, a geographical depression with an estimated total storage capacity of 30,400,000 acre feet to a depth of 300 feet, and 81,800,000 acre feet to the base of fresh ground water.¹ The Delta-Mendota Subbasin water levels have remained relatively stable over the years, and actually rose from 1970 to 1995 by 2.2 feet. Since the beginning of the city’s agricultural development, groundwater has been used in conjunction with surface water to meet the city’s water needs. After flood control measures were put in place in the mid 1960s, ground water became the primary source of the city’s water supply, particularly for drinking water.

¹ California’s Groundwater Bulletin 118, Department of Water Resources, February 2004.

The City extracts groundwater through its inventory of 13 municipal wells located throughout Los Banos (Figure 5-5). Traditionally, wells in the eastern parts of the city produce more water. Taken together, the wells have a maximum production capacity of about 15,575 gallons per minute (gpm), and water is delivered to end-users untreated. During peak months the water usage is still well below capacity. However, although the 2000 Water Master Plan identified the quantity and quality of groundwater as adequate for current development, development in areas outside of the existing City Limits will need to be supplied with additional water infrastructure and capacity.

Groundwater Quality

In general, groundwater quality throughout the region is suitable for most urban and agricultural uses with only local impairments. The primary constituents of concern are Total Dissolved Solids (TDS), arsenic, boron, chloride, and organic compounds. Many city wells have arsenic concentrations exceeding the maximum contaminant level (MCL) of 10 milligrams per liter (a new federal standard adopted recently). Arsenic occurs naturally in some rocks and soil, while agricultural pesticides and herbicides can contribute to contamination levels. The most notable industrial contaminants include TCE, dichloroethylene (DCE) and other solvents. These are typically found in groundwater near industrial areas. Over the last few years, one city well was shutdown due to high concentration of uranium.² Because of the positive influence of recharge of Los Banos Creek on groundwater quality, higher quality groundwater can be found at the western portion of the Planning Area.

² Plans are underway to install wellheads at several wells for arsenic removal. (Source: 2005 Urban Water Management Plan)

Water Recharge

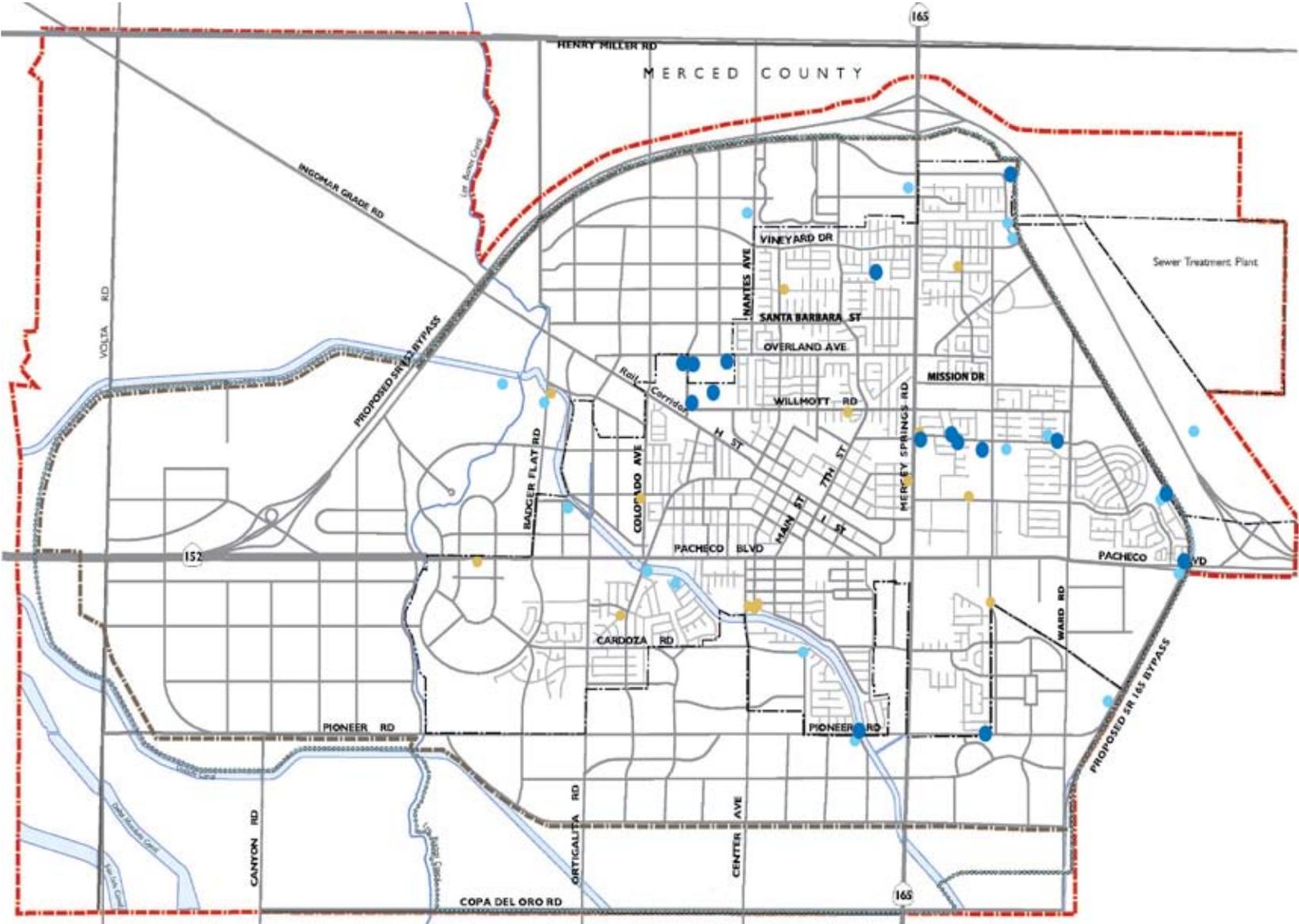
Groundwater recharge at Los Banos occurs primarily from deep percolation of applied irrigation water and rainfall. The rate of recharge depends on the permeability of the surface and subsurface materials. Surface water tends to flow towards the ancestral San Luis Creek Bed and the Los Banos Creek area. To a lesser extent, they also flow to various man-made irrigation canals and irrigation channels south and west of the city. Since 1998, the City has embarked on a ground water recharge program with CCID using Stockton Pond as the point of recharge. Treated wastewater from the Waste Water Treatment Plant (WWTP) is also discharged into pasture land to replenish the underground water supply.

The amount of surface water available depends primarily on rainfall in the region. Weather in Los Banos is hot and dry most of the year, with average annual precipitation at only 9.44 inches. The rainy season runs from November through April. Drought conditions are not uncommon and are known to last for multiple years. The city's water supply is thus vulnerable to seasonal or climatic changes. Recharge, conservation and seeking new primary and backup sources will all reduce vulnerability and increase reliability of the city's water resources.

WATER PROVIDERS

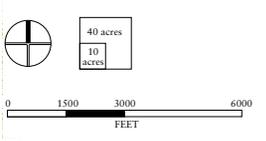
The City of Los Banos is the primary provider for non-agricultural use water to meet domestic, industrial, and commercial water demands. The Central California Irrigation District (CCID) is the primary supplier for agricultural irrigation water from groundwater withdrawals. At present, Los Banos does not sell (wholesale) water to other agencies or surrounding regions.

Figure 5-5
Water Features



- Drainage Pump Stations
- Proposed Pump Stations
- Wells
- Arterial Road
- - - Planning Area
- Sphere of Influence
- Urban Growth Boundary
- - - City Limits

Source:
California Spatial Information Library, 2006
Stoddard & Associates, 2003
City of Los Banos



GUIDING POLICIES

- POSR-G-9 Protect the quality of storm water that discharges into areas in and around Los Banos.
- POSR-G-10 Ensure adequate groundwater reserves are maintained for present and future domestic, commercial, and industrial uses.
- POSR-G-11 Ensure ground water quality is maintained at a satisfactory level for domestic consumption.

IMPLEMENTING ACTIONS

- POSR-I-33 Engage the business community in protecting the City’s water supply.
- POSR-I-34 Require the use of enhanced storm water control facilities that provide additional filtration of storm water to remove pollutants prior to discharge to pastureland or the Grasslands Water District and other water districts.
- POSR-I-35 Work with Central California Irrigation District to investigate a possible water recharge program.
- POSR-I-36 Actively monitor groundwater quality and quantity throughout the Planning Area.

Policies that relate to water conservation and water management are listed in Chapter 8, while policies related to flooding or management of storm water are located in Chapter 7: Safety.

5.6 MINERAL RESOURCES

According to the Department of Conservation: Mines and Geology, there are no known significant mineral resources located within the Planning Area.³ The Planning Area contains parts of San Luis Ranch alluvium and Modesto alluvium, known mineral occurrences of undetermined mineral resource significance. According to the State Office of Mine Reclamation, sand and gravel is currently mined within portions of the Los Banos Creek Fan, located southwest of the Planning Area.⁴ Although further exploration within the Planning Area could result in the reclassification of specific localities, no mineral resources have been historically exploited or are being currently exploited commercially within the Planning Area.

5.7 CULTURAL RESOURCES

The lands encompassed by the Planning Area have a long and rich history of human inhabitation, supported by archeological evidence of pre-historic cultures and a small number of historic buildings. The existence of both archaeologically sensitive areas and historic buildings in Los Banos requires the need for policies that preserve such aspects of the city’s heritage.

³ Department of Conservation: Mines and Geology, *Mineral Land Classification of Merced County*, 1999.

⁴ AB3098 Listing as of October 16, 2006.

In addition to a desire by the local community to protect historic resources, several State laws, most notably the California Environmental Quality Act (CEQA) Guidelines Section 15064.5(f) and Public Resources Code Section 5020-5029 and 21083.2, protect archaeological and historical resources. According to an inventory conducted by the Central California Information Center at California State University Stanislaus (CSUS), the Planning Area contains important historical resources, including various nationally and state registered historic sites as well as both prehistoric and historic archeological sites.

ARCHAEOLOGICAL AND PALEONTOLOGICAL RESOURCES

Los Banos is located within the aboriginal territory of the Nopchinchi tribelet of the Northern Valley Yokuts, who lived in the San Joaquin Valley. Little is know of these inhabitants. Their aboriginal lifestyle disappeared in the early 19th Century when they changed from hunters and gathers to agricultural laborers who lived at the missions. Due to secularization of the mission by Mexico in 1834, most of the aboriginal population gradually moved to the ranches to work as manual laborers.

According to an inventory conducted by CSUS, there are seventeen recorded prehistoric archeological sites and two historical archaeological sites within the Planning Area. Features of the prehistoric archeological sites include prehistoric villages, occupational sites containing tools and milling equipment, burial grounds, and human skull fragments. The General Plan identifies the Los Banos Creek area as a highly sensitive area for potential archaeological sites. Based on the inventory conducted by CSUS, the Planning Area has a moderate to high sensitivity for the possible discovery of previously unrecorded historical resources.

Unlike historic sites, the location of archaeological sites is restricted by the federal Archaeological Resources Protection Act (ARPA) in order to prevent looting and destruction of archeological resources as a result of vandalism.

HISTORIC RESOURCES

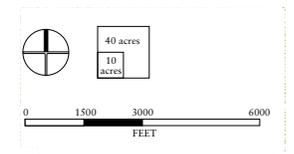
According to CSUS, there are currently three National and State registered historic buildings, structures, or objects within the Planning Area as listed in Figure 5-6. Founded in 1889, the City of Los Banos, itself, as well as the Canal Farm Inn, originally established by Henry Miller in 1873 as his San Joaquin Valley ranch headquarters, are listed as California Historic Landmarks. The Los Banos Building, also known as the Old Bank Building, is listed in the National Register of Historic Places which includes districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture. CSUS also identifies additional historic buildings, structures or objects within the Planning Area that have not been formally registered as historic sites. The location of registered historic sites is summarized in Table 5-8 and illustrated on Figure 5-6.



Figure 5-6
Historic and
Archeological Resources

-  Historic Sites
-  Los Banos Creek Archaeological District
-  Planning Area
-  Sphere of Influence
-  Urban Growth Boundary
-  City Limits

Source:
CA Office of Historic Preservation, 2006
CA State University Stanislaus, 2005



5-8: Historic Resources

No.	Name	Address
National Register Site		
1	Los Banos Building (Bank of Los Banos)	848 6th Street
California Historic Landmark		
2	City of Los Banos	803 E. Pacheco Blvd ¹
3	Canal Farm Inn	1460 E Pacheco Blvd

¹ Address depicts the location of historic plaque.

Source: Central California Information Center at California State University Stanislaus, 2005.



The Los Banos Bank buildings is a registered historical landmark in California.

GUIDING POLICY

POSR-G-12 Identify and preserve the archaeological and historic resources that are found within the Los Banos Planning Area.

IMPLEMENTING ACTIONS

POSR-I-37 Require that new development analyze and avoid any potential impacts to archaeological, paleontological, and designated historic resources by:

- Requiring a record search at the Central California Information Center located at California State University Stanislaus and other appropriate historical repositories for development proposed in areas that are considered archaeologically sensitive;
- Studying the potential effects of development and construction (as required by CEQA);
- Requiring pre-construction field surveys (where appropriate) and monitoring during any ground disturbance for all development in areas of historical and archaeological sensitivity; and
- Implementing appropriate measures or project alternatives to avoid identified significant impacts to historical resources. Where such impacts are unavoidable, document the structure(s) in accordance with the National Park Service’s Historic American Building Survey/Historic American Engineering Record (HABS/HAER). Such affects would still be considered significant.

- POSR-I-38 Retain a qualified architectural historian to undertake an inventory of historic resources to determine sites or buildings of federal, State, or local historic significance.
- POSR-I-39 Promote the registration of historic sites, buildings, and structures in the National Register of Historic Places, and inclusion in the California Inventory of Historic Resources.
- POSR-I-40 Update the City’s building regulations to implement the State Historic Building Code for alterations to designated historic properties.
- POSR-I-41 Require applicants of major development projects to consult with Native American representatives regarding cultural resources to identify locations of importance to Native Americans, including archeological sites and traditional cultural properties.

5.8 AIR QUALITY

Los Banos is located within the San Joaquin Valley Air Basin (SJVAB). The SJVAB is considered to be one of the most polluted air basins in California, however, this is primarily attributed to the basin’s unique topography and weather patterns. Air quality in the basin is monitored by the San Joaquin Valley Air Pollution Control District (SJVAPCD), which operates a network of monitoring stations throughout the Valley to determine if emissions and air pollutant levels meet health and safety standards.

Air quality is affected by three types of pollutants—criteria air pollutants, toxic air contaminants, and odors and nuisances. Criteria air pollutants and toxic air contaminants (as described below) are under the purview of the SJVAPCD. The City has a more direct role in regulating odors and nuisances, and the release of particulate matter at construction sites.

CRITERIA AIR POLLUTANTS

Criteria air pollutants are most pervasive in urban air environments and include pollutants such as Carbon Monoxide (CO), Ozone (O₃), particulate matter (PM-10, PM-2.5), Nitrogen Dioxide (NO₂), Sulfur Dioxide (SO₂), and Lead (Pb). State and Federal ambient air quality standards have been established to monitor their levels.

Under the California Clean Air Act and amendments to the Federal Clean Air Act, the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board are required to classify Air Basins as either “Attainment” or “Non-Attainment” for each criterion of air pollutants, based on whether or not the national and State standards have been met. Table 5-9 shows minimum standards for criteria air pollutants, their effects on health and potential sources. The Valley meets State and federal standards for all air pollutants except PM-2.5 and ground level-ozone, which remain in the “Non-Attainment” category.

Vehicle and industry activity plays a large role in the emission of particulates and ozone in the Valley, such as the transport of goods along I-5 and Highway 99. Emissions are also generated through commercial operations and building energy use. Los Banos’ primary role in achieving and maintaining regional air quality standards is through land use decision-making to reduce vehicular use in the city, and in cooperation with State agencies such as SJVAPCD and California Air Resources Board (CARB) to implement emissions control plans.

5-9: State and National Criteria Air Pollutant Standards, Effects, and Sources

Pollutant	Averaging Time	California Standard	National Primary Standard	Major Pollutant Sources	Pollutant Health and Atmospheric Effects
Ozone	1 hour	0.09 ppm	---	On-road motor vehicles, other mobile sources, solvent extraction, combustion, industrial and commercial processes.	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.
	8 hours	0.07 ppm	0.08 ppm		
Carbon Monoxide	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide	1 hour	0.25 ppm	---	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.	Irritating to eyes and respiratory tract. Colors atmosphere reddish brown.
	Annual Avg.	---	0.053 ppm		
Sulfur Dioxide	1 hour	0.25 ppm	---	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.	Irritates upper respiratory tract, injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron and steel. Limits visibility and reduces sunlight.
	24 hours	0.04 ppm	0.14 ppm		
	Annual Avg.	---	0.03 ppm		
Respirable Particulate Matter (PM-10)	24 hours	50 µg/m ³	150 µg/m ³	Dust- and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g. wind-raised dust and ocean sprays).	May irritate eyes and respiratory tract, decreases lung capacity and increases risk of cancer and mortality. Produces haze and limit visibility.
	Annual Avg.	20 µg/m ³	50 µg/m ³		
Fine Particulate Matter (PM-2.5)	24 hours	---	65 µg/m ³	Fuel combustion in motor vehicles, equipment and industrial sources; residential and agricultural burning. Also formed from photochemical reactions of other pollutants, including NO _x , sulfur oxides, and organics.	Increases respiratory disease, lung damage, cancer and premature death. Reduces visibility and results in surface soiling.
	Annual Avg.	12 µg/m ³	15 µg/m ³		
Lead	Monthly Avg.	1.5 µg/m ³	---	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurologic dysfunction.
	Quarterly	---	1.5 µg/m ³		

ppm=parts per million; and µg/m³=micrograms per cubic meter

Source: California Air Resource Board, Available at <http://www.arb.ca.gov/aqs/aaqs2.pdf>, May 2007.

AIR QUALITY CONDITIONS AND TRENDS

The SJVAPCD operates a network of air pollution monitoring stations in San Joaquin Valley to provide information on ambient concentrations of critical air pollutants and toxic air contaminants. The nearest air monitoring stations to Los Banos are located at Merced City, roughly 30 miles northeast, at Coffee Avenue. Since air quality is rarely localized and typically of a regional character, data recorded nearby can be taken to approximate air quality standards at Los Banos. Table 5-10 summarizes data collected from Merced County (for Ozone, Particulate Matter and Nitrogen Dioxide) and Stanislaus County (for Carbon Monoxide).

Ozone

Ground level ozone is a major component of smog (It should not be confused with 'stratospheric' ozone, which protects us from the sun's harmful ultraviolet rays). Ground level ozone is not directly emitted to the atmosphere, but is a secondary air pollutant produced by complex chemical reactions between hydrocarbons and nitrogen oxides in the presence of sunlight. Between 2002 and 2006, the number of days Ozone exceeded State standards ranged from 6 to 55. For "peak hour" Los Banos was in the "Severe Non-Attainment" category in 2002 and 2003, but it improved in 2004. However, the County is still in "Non-Attainment" for Ozone for both State and federal standards.

Carbon Monoxide

Carbon Monoxide is an odorless, invisible gas produced by incomplete combustion or emitted from organic substances. Carbon monoxide levels are not monitored in Los Banos or Merced, but overall figures for Madera, Merced and Kings counties place it in the "Attainment" category.⁵ Readings at the nearest stations at Fresno and Modesto also indicate general attainment of federal standards. Since the introduction

⁵ Source: SJVAPCD Air Quality Attainment Data at <http://www.valleyair.org/aqinfo/attainment.htm>

of oxygenated fuels in 1992, background carbon monoxide concentrations have been dramatically reduced. Future concentrations are expected to decline further as older, heavily polluting vehicles are gradually replaced by newer, cleaner-running models.

Suspended Particulate Matter

Particulate matter is the general term used for a mixture of solid particles and liquid droplets in the air. They include aerosols, smoke, fumes, dust, ash, and pollen. Fine particulate matter is classified as PM-10 for matters 10 microns or less in diameter and PM-2.5 for matters 2.5 microns or less in diameter. Fine particulate matter is known to cause adverse health problems as they could penetrate deep into the respiratory system.

In Merced, PM-10 indices improved from 2002 to 2004, but worsened again in 2005 to 2006. As such, the County is in "Non Attainment" for both federal and State standards. While the PM-2.5 levels satisfy federal standards in 2005 and 2006, the County still remains in "Non Attainment" at the State level. Both PM-2.5 and PM-10 emissions are expected to increase in the future with an overall increase in vehicle ownership and miles traveled. As such, the City should encourage residents to switch to clean-energy vehicles as part of its effort to protect the environment.



Emission from automobiles is one of the chief causes of air pollution in the Valley.

5-10: Air Quality Data Summary for the Planning Area, 2002-2006

Pollutant	Monitoring Data by Year ¹				
	2002	2003	2004	2005	2006
Fine Particulate Matter (PM-2.5)²					
State Annual Average (µg/m ³) ³	18.7	15.7	15.2	14.1	14.8
National Annual Avg. (µg/m ³) ³	18.7	15.7	15.2	14.1	14.8
Respirable Particulate Matter (PM-10)					
Highest 24 Hour Avg. (µg/m ³) ³	85.0	74.0	56.0	70.0	94.0
Measured Days over State Std ⁴	14	7	2	5	8
Measured Days over Nat'l Std ⁴	0	0	0	0	0
Ozone					
Highest 1 Hour Average (ppm) ³	0.138	0.122	0.114	0.100	0.113
Days over State Standard	55	54	14	6	7
Days over National Standard	2	0	0	0	0
Highest 8 Hour Average (ppm) ³	0.125	0.110	0.109	0.093	0.094
Days over National Standard	56	54	15	3	7
Carbon Monoxide					
Highest 8 Hour Average (ppm) ³	4.5	3.8	3.0	NA	NA
Days over State and Nat'l Std	0	0	0	NA	NA
Nitrogen Dioxide					
Highest Hour Average (ppm)	0.068	0.063	0.059	0.062	0.062
Days over State Standard	0	0	0	0	0

¹ Data is from the Coffee Avenue station in Merced.

² Data is not provided in days over State or National Standards.

³ ppm = parts per million; µg/m³ = micrograms per cubic meter.

⁴ PM-10 is not measured every day of the year. It is measured once every 6 days. The data shown refers to the actual number of days measured over the standards.

State exceedances shown in bold; NA = Not Available.

Source: California Air Resources Board, 2007; California Air Resource Board, 2006; Almanac: Air Quality and Health Risk, 2007.

TOXIC AIR CONTAMINANTS

Toxic air contaminants are typically pollutants that occur at relatively low concentrations and are believed to be carcinogenic (cancer causing) mutagenic, and cause possible birth defects, or other adverse health effects. Perchloroethylene, formaldehyde, and hexachromium, are some of the examples. They are typically emitted from mobile sources such as cars and trucks, as well as stationary sources, such as factories, dry cleaning facilities, gas stations, hospital operations, and other businesses.

Unlike criteria air pollutants, there are no ambient air quality standards established for toxic air contaminants. Regulation of toxic air contaminants is achieved through federal and State controls on individual sources. The SJVAPCD implements a State law known as the Air Toxics “Hot Spots” Information and Assessment Act to control emissions. This law requires each district to compile an inventory of toxic emissions from polluting facilities. Toxic air contaminants from mobile sources such as benzene and formaldehyde have traditionally been regulated through emissions standards for on-road motor vehicles and specifications for gasoline and diesel fuel. The City can reduce public exposure to toxic air contaminants by ensuring sufficient buffer zones are provided around stationary sources.

The Air Resources Board maintains an inventory of toxic air contaminants concentrations and their health risks. As shown in Table 5-12, total emissions in the year 2004 from stationary sources of toxic air contaminants in the San Joaquin Valley included: 1.14 parts per billion (ppb) of acetaldehyde, 0.37 ppb of benzene; 0.08 of ppb of butadiene, 0.08 ng/m³ of chromium, 0.15 ppb of para-dichlorobenzene, 2.27 ppb of formaldehyde, 0.11 ppb of methylene chloride, and 0.03 ppb of perchloroethylene.

5-11: San Joaquin Valley Air Basin Toxic Air Contaminants, 1994-2004

Toxic Air Contaminants - Annual Average Concentrations and Health Risk												
TAC ¹	Average/Risk	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Acetaldehyde	Average	1.29	0.54	1.28	1.19	1.30	1.56	1.09	1.15	1.24	1.34	1.14
	Health Risk	6	3	6	6	6	8	5	6	6	7	6
Benzene	Average	1.33	1.16	0.73	0.71	0.76	0.69	0.63	0.54	0.55	0.46	0.37
	Health Risk	123	107	68	66	71	64	58	50	51	43	34
1,3-Butadiene	Average	0.32	0.26	0.22	0.20	0.23	0.18	0.16	0.15	0.15	0.10	0.08
	Health Risk	121	99	83	73	88	67	59	56	55	36	30
Carbon Tetrachloride	Average	-	0.1	0.08	-	0.11	-	0.10	0.09	0.09	0.10	-
	Health Risk	-	26	20	-	30	-	25	23	24	26	-
Chromium (Hexavalent)	Average	0.19	0.28	0.13	0.11	0.10	0.10	0.12	-	0.09	0.08	0.08
	Health Risk	29	42	20	16	15	15	18	-	13	12	13
para-Dichlorobenzene	Average	0.11	0.11	0.11	0.13	-	-	0.11	0.13	0.15	0.15	0.15
	Health Risk	7	8	7	9	-	-	7	9	10	10	10
Formaldehyde	Average	1.80	2.10	2.96	2.77	2.86	3.44	2.61	3.08	3.13	3.02	2.27
	Health Risk	13	15	22	20	21	25	19	23	23	22	17
Methylene Chloride	Average	0.59	0.61	0.54	0.53	0.52	0.50	0.53	0.27	0.16	0.14	0.11
	Health Risk	2	2	2	2	2	2	2	1	1	1	1
Perchloroethylene	Average	0.07	0.07	0.07	0.06	0.04	-	0.08	0.05	0.04	0.03	0.03
	Health Risk	3	3	3	2	2	-	3	2	2	1	1
Diesel Particulate Matter ²	Average	-	-1.7	-	-	-	-	-1.3	-	-	-	-
	Health Risk	-	-510	-	-	-	-	-390	-	-	-	-
Average Basin Risk ³	Average	304	305	231	194	235	181	196	170	185	158	111
	Health Risk	-	-805	-	-	-	-	-586	-	-	-	-

¹ Concentrations for Chromium (Hexavalent) are expressed as ng/m³ and concentrations for Diesel PM are expressed as ug/m³. Concentrations for all other TACs are expressed as parts per billion (ppb).

² Diesel PM concentration estimates are based on receptor modeling techniques, and estimates are available only for selected years. Estimated concentration for 1999 reflects the year 2000.

³ Health Risk represents the number of excess cancer cases per million people based on a lifetime (70-year) exposure to the annual average concentration. It reflects only those compounds listed in this table and only those with data for that year. There may be other significant compounds for which we do not monitor or have health risk information. Additional information about interpreting the toxic air contaminant air quality trends can be found in Chapter 1, Interpreting the Emission and Air Quality Statistics.

Source: California Air Resource Board, 2006; Almanac: Air Quality and Health Risk, 2007.

ODORS AND NUISANCES

Odors and nuisances are emissions or occurrences with little or no adverse health effects but which have the potential to generate citizen complaints. Controlling odor from livestock and poultry producers are major challenges, followed by complaints of dust from construction sites. Los Banos can address these nuisances through land use regulations such as buffering incompatible uses and local controls at construction sites.

REGULATORY CONTEXT

Regulation of ambient air quality is achieved through the cooperation of various federal and State agencies that oversee regulations and implement air quality policies.

The U.S. EPA, pursuant to the Federal Clean Air Act of 1967 (Amended 1990) sets national ambient air quality standards (NAAQS) for several pollutants and oversees their implementation by State air quality agencies. The California Air Resources Board (CARB) is the corresponding State agency. CARB is responsible for establishing emission standards for on-road motor vehicles sold in California and overseeing the activities of regional/county air districts. It also establishes air quality standards and is empowered under the California Clean Air Act to enforce compliance.

The SJVAPCD is the agency that administers air quality in the San Joaquin Valley Air Basin. Its jurisdiction covers eight counties, including Merced County in which Los Banos is located. SJVAPCD has permit authority over stationary sources, acts as the primary reviewing agency for environmental documents and develops regulations consistent with State and federal air quality agencies.

The Merced County Association of Governments (MCAG) also has a role in air quality planning by ensuring its transportation plans, programs, and projects conform to the most recent air quality requirements; and to coordinate effectively with other government agencies.

SENSITIVE RECEPTORS

Some people are more sensitive than others to the effects of air pollutants. Chronic asthma or bronchitis sufferers, young children or the elderly, for example, may experience more discomfort compared to other residents. Aside from age and health problems, heightened sensitivity may also be caused by prolonged exposure to air pollutants and proximity to an emissions source. Therefore, hospitals, schools, convalescent facilities, residential areas, and other sensitive receptors should not be located close to pollution sources. Potentially incompatible uses can be separated by land use zoning or other regulations.

GREENHOUSE GASES AND GLOBAL CLIMATE CHANGE

Global climate change (GCC) is currently one of the most important and widely debated scientific, economic, and political issues in the United States. GCC is a change in the average weather of the earth that may be measured by wind patterns, storms, precipitation, and temperature. The baseline by which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages.

Although GCC is a widely accepted concept, the extent of the change or the exact contribution from human activity remains in debate. In addition, the connection between local land use decisions and global climate change is not well understood and, therefore, is not reflected in climate modeling. The United Nations Intergovernmental Panel on Climate Change (IPCC) has predicted that the range of global mean temperature change from 1990 to 2100, given six scenarios, could range from 2.0° Celsius (C) to 4.5°C (IPCC, 2001). Regardless of analytical methodology, global average temperature and sea level are expected to rise under all scenarios (IPCC, 2001).

Gases that trap heat in the Earth's atmosphere are called greenhouse gases (GHG). These gases play a critical role in determining the Earth's surface temperature. Part of the solar radiation that enters our atmosphere from space is absorbed by the Earth's surface. The Earth's surface emits radiation back toward space in the form of infrared radiation, and GHGs absorb some of that radiation. Some radiation that otherwise would have escaped back into space is thus retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect.

The accumulation in the atmosphere of GHGs regulates the earth's temperature. Without naturally-occurring GHGs, the Earth's surface would be about 61°F cooler (CCAT, 2006). However, many scientists believe that emissions from human activities, such as electricity production and vehicles, have elevated the concentration of these gases in the atmosphere beyond naturally-occurring concentrations.

Common GHGs include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. GHG have varying global warming potential (GWP) and atmospheric lifetimes. Carbon dioxide equivalents are a measurement used to account for the fact that

different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. The GWP is the potential of a gas or aerosol to trap heat in the atmosphere.

Expressing GHGs emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted. GWP ranges from 1 (carbon dioxide) to 23,900 (sulfur hexafluoride). GHG emissions with a higher GWP have a greater global warming effect on a molecule per molecule basis. For example, one ton of CH₄ has the same contribution to the greenhouse effect as approximately 21 tons of CO₂. (California Climate Action Registry, General Reporting Protocol, Appendix C (2006).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors (California Energy Commission 2006). Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2004, accounting for 40.7 percent of total GHG emissions in the state (California Energy Commission 2006). This category was followed by the electric power sector (including both in-state and out-of-state sources) (22.2 percent) and the industrial sector (20.5 percent) (California Energy Commission 2006). California is the second largest GHG emitter in the United States (trailing only Texas) and the 12th largest emitter in the world, producing 492 million gross metric tons of carbon dioxide equivalents in 2004 (California Energy Commission 2006).

In September 2006, Governor Arnold Schwarzenegger signed the California Climate Solutions Act of 2006. This Act requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction will be accomplished through an enforceable statewide cap

on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, the Act directs the California Air Resources Board (CARB) to develop and implement regulations to reduce statewide GHG emissions from stationary sources. The Act also requires the State to develop regulations to address GHG emissions from vehicles.

To date, the State has not imposed any requirements on local agencies to help achieve the statute’s objective. Moreover, in contrast to the criteria air pollutants and toxic air contaminants that are pollutants of regional and local concern, respectively, GHGs are global pollutants. Because generation of GHGs is, for the most part, related to growth, policies that reduce energy consumption and fuel usage can have a positive effect. In addition to promoting development patterns that will reduce the vehicles miles traveled per capita, there are a variety of other actions that cities and counties can take to reduce energy consumption even as they grow.

GUIDING POLICIES

- POSR-G-13 Improve air quality to promote public health, safety, and Los Banos’ environmental quality.
- POSR-G-14 Make air quality a priority in land use planning by implementing emissions reduction efforts targeting mobile sources, stationary sources and construction related sources.
- POSR-G-15 Assume leadership in efforts to reduce toxic air pollutants and ozone depleting compounds.

IMPLEMENTING ACTIONS

- POSR-I-42 Support federal and State efforts to reduce greenhouse gasses and emissions through local action that will reduce motor vehicle use, support alternative forms of transportation, require energy conservation in new construction, and energy management in public buildings.
- POSR-I-43 Incorporate energy efficient building standards into the Zoning Ordinance and building code to ensure a high level of energy efficiency in all new development, retrofitting projects, and City facilities. These standards may include, but are not limited to, the following:
 - Requiring all new residential development to be pre-wired for optional photovoltaic roof energy systems and /or solar water heating on south facing roofs;
 - Requiring all new residential development to incorporate green building methods to qualify for the equivalent of U.S. Green Building Council’s “Leadership in Energy and Environmental Design” (LEED) silver standard; and
 - Promoting the use of Energy Star® appliances and fixtures in private development, and requiring their use in all City facilities.

POSR-I-44 Require developers to implement Best Management Practices to reduce air pollutant emissions due to construction work and operation of equipment.

- During clearing, grading, earth-moving or excavation operations, fugitive dust emissions shall be controlled by regular watering, paving of construction roads, or other dust-preventive measures;
- All materials excavated or graded shall be either sufficiently watered or covered by canvas or plastic sheeting to prevent excessive amounts of dust;
- All materials transported off-site shall be either sufficiently watered or covered by canvas or plastic sheeting to prevent excessive amounts of dust;
- All motorized vehicles shall have their tires watered before exiting a construction site;
- The area disturbed by demolition, clearing, grading, earth-moving, or excavation shall be minimized at all times; and
- All construction-related equipment shall be maintained in good working order to reduce exhaust from this equipment.

POSR-I-45 Do not allow wood-burning stoves and fireplaces in new development, and seek grant funding to establish a change-out program to remove them in existing homes.

POSR-I-46 Use the SJVAPCD Guidelines for Assessing and Mitigating Air Quality Impacts for determining and mitigating project air quality impacts and related thresholds of significance for use in environmental documents.

POSR-I-47 Convert street lights and traffic signals to LED and other more efficient technologies as they become available.

POSR-I-48 Purchase hybrid gasoline-electric or bio-diesel fuel vehicles for the City fleet, and provide incentives to City employees who car-pool or use hybrid vehicles.

POSR-I-49 Establish a Clean Air Awards program to acknowledge outstanding effort and to educate the public about the linkage between lifestyle, transportation and air quality.

POSR-I-50 Educate City employees and department managers about sustainability with a focus on specific operational changes that can be made to reduce greenhouse gas emissions, such as fuel-efficient driving and reducing energy use at work.

6

Noise

The purpose of the Noise Element is to identify the noise sources that exist within the city, and to establish guiding policies and implementing actions to mitigate their potential impacts through both preventative and responsive measures.

6.1 NOISE

NOISE CHARACTERISTICS AND MEASUREMENT

Noises vary widely in their scope, source, and volume, ranging from individual occurrences such as leaf blowers, to the intermittent disturbances of overhead aircraft, to the fairly constant noise generated by traffic on freeways. Noise is primarily a concern with regard to noise-sensitive uses such as residences, schools, churches, and hospitals.

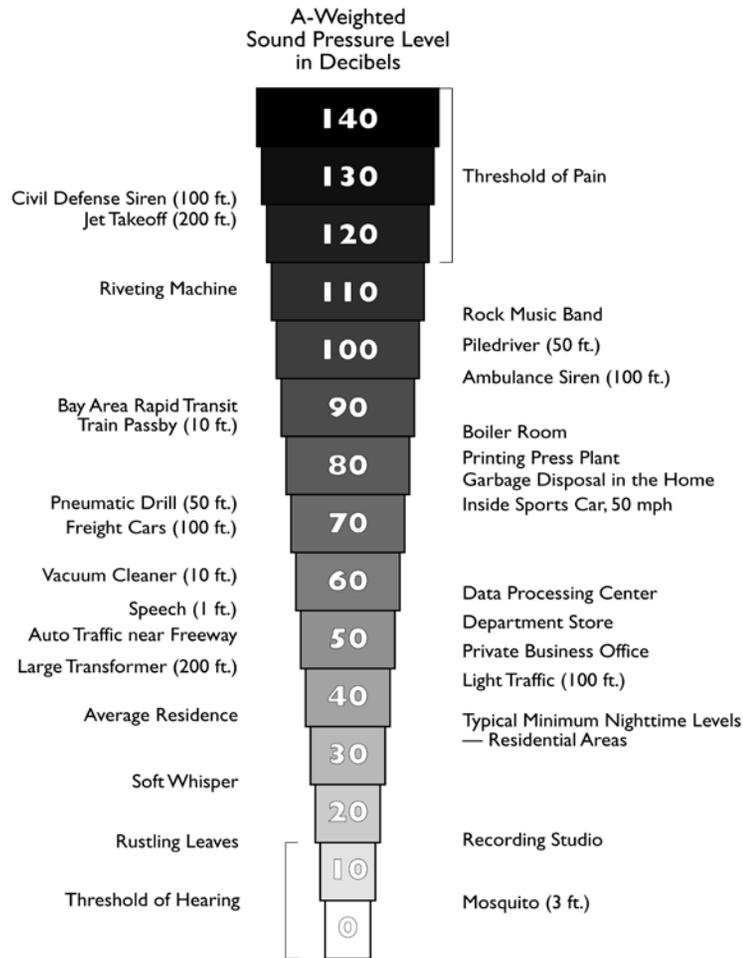
Noise Measurement

Noise is commonly defined as undesirable or unwanted sound. Three aspects of community noise are used in assessing the noise environment:

- **Level** (e.g., magnitude or loudness) of sound. Sound levels are measured and expressed in decibels (dB) with 10 dB roughly equal to the threshold of hearing. Figure 6-1 shows the decibel levels associated with different common sounds.
- **Frequency** composition or spectrum of the sound. Frequency is a measure of the pressure fluctuations per second, measured in units of hertz (Hz). The characterization of sound level magnitude with respect to frequency is the sound spectrum, often described in octave bands, which divide the audible human frequency range (e.g., from 20 to 20,000 Hz) into ten segments.
- **Variation** in sound level with time, measured as noise exposure. Most community noise is produced by many distant noise sources that change gradually throughout the day and produce a relatively steady background noise having no identifiable source. Identifiable events of brief duration, such as aircraft flyovers, cause the community noise level to vary from instant to instant. A single number called the equivalent sound level or Leq describes the average noise exposure level over a period of time.

Transient noise events may be described by their maximum A-weighted noise level (dBA) Hourly Leq values are called Hourly Noise Levels.

Figure 6-1
Typical Sound Levels



(n ft.) = Distance in feet between source and listener

Source: California Office of Noise Control

Reporting Noise Levels

Measuring and reporting noise levels involves accounting for variations in sensitivity to noise during the daytime versus nighttime hours. Noise descriptors used for analysis need to factor in human sensitivity to nighttime noise when background noise levels are generally lower than in the daytime and outside noise intrusions are more noticeable. Common descriptors include the Community Noise Equivalent Level (CNEL) and the Day-Night Average Level (DNL, symbol (Ldn)). Both reflect noise exposure over an average day with weighting to reflect the increased sensitivity to noise during the evening and night. The two descriptors are roughly equivalent. The CNEL descriptor is used in relation to major continuous noise sources, such as aircraft or traffic, and is the reference level for the Noise Element.

Knowledge of the following relationships is helpful in understanding how changes in noise and noise exposure are perceived:

- Except under special conditions, a change in sound level of 1 dB cannot be perceived;
- A 3 dB change is considered a just-noticeable difference;
- A 5 dB change is required before any noticeable change in community response would be expected. A 5 dB increase is often considered a significant impact; and
- A 10 dB increase is subjectively heard as an approximate doubling in loudness and almost always causes an adverse community response.

NOISE GENERATION IN LOS BANOS

The major noise sources of concern are SR-152 and SR-165, and the Los Banos Airport. Other vehicle traffic on arterial and collector streets are also a source of noise. The Union Pacific Railroad (UPRR) facilities are abandoned and no longer are a noise source of concern.

Traffic Noise

Traffic noise depends primarily on the speed of traffic and the percentage of truck traffic. The primary source of noise from automobiles is high frequency tire noise, which increases with speed. In addition, trucks and older automobiles produce engine and exhaust noise, and trucks also generate wind noise. While tire noise from cars is generally located at ground level, truck noise sources can be located as high as ten to fifteen feet above the roadbed due to tall exhaust stacks and higher engines; sound walls are not effective for mitigating such noise unless they are very tall.

According to common practice, maximum noise levels of 60 dB are considered “normally acceptable” for unshielded residential development. Noise levels from 60 dB to 70 dB fall within the “conditionally unacceptable” range, and those in the 70 to 75 dB range are considered “normally unacceptable.”

Noise exposure contours for Los Banos were modeled by Charles Salter Associates by applying the Federal Highway Administration’s noise modeling procedure. These noise contours are conservative, meaning that the contours are modeled with minimal noise attenuation by natural barriers, buildings, etc. The noise level measured at a specific location may be lower than what is shown on the noise contour map.

PROJECTED CONDITIONS UNDER GENERAL PLAN BUILDOUT

Future development within the city’s Planning Area will result in new roads and increased traffic volumes, thus increasing noise levels in some areas. The realignment of SR-152 will reduce the highway noise for many residents, but add noise for residents on the north side of the city. Increased traffic volumes on the highway will result in increased noise exposure for all adjacent development. Additionally, continued growth of the city—residential as well as commercial and industrial uses—will further increase traffic and noise levels on arterial roadways both leading to and crossing over SR-152 and SR-165. Sensitive receptors along Pacheco Boulevard, Mercey Springs Road, Center Road, H Street and the perimeter road planned adjacent to SR-152 will be impacted by increased noise exposure. Future noise contours are illustrated in Figure 6-2.

The major sources of noise in Los Banos throughout the General Plan time frame include:

SR-152 and SR-165

The predominant noise source in Los Banos is motor vehicle and truck traffic, which currently dissects the city both north-south and east-west. When SR-152 is bypassed, the noise will be heavier on the north side of the city than on the south, from this source. Increased traffic on SR-152 and SR-165 and on Los Banos’ arterial streets can be expected to increase noise exposure for sensitive receptors along these thoroughfares.

Arterial Streets

Arterial streets with substantial noise levels include Ward Road from Pioneer to Henry Miller Road, Mercey Springs (SR-165), West I Street, south of Pacheco Boulevard, Badger Flat Road from Capri Avenue to Pioneer Road, H Street-Ingomar Grade Road west of 7th, I Street north of Pacheco Boulevard, Pacheco Boulevard, and Pioneer Road from Los Banos Creek to Ward Road. In general, auto traffic volumes will increase and along with it greater noise levels.

Los Banos Municipal Airport

The City may relocate the Los Banos Municipal Airport to another site at some future time. Until the Airport is relocated, however, pursuant to the California Public Utilities Code Section 21676, changes in land use around the Airport must be consistent with the airport land use compatibility plans adopted by the Merced County Airport Land Use Commission. In 2005, annual operations (takeoffs and landings) at Los Banos Municipal Airport were estimated at over 18,510, averaging approximately 51 flights per day. Year 2015 forecasts for the airport predict 21,210, averaging approximately 60 flights per day. Figure 6-2 shows CNEL noise contours at the Los Banos Airport based on forecast activity in the year 2015. Until a decision is made to relocate the airport, the City will not permit new non-compatible uses in the immediate vicinity of the airport.

GUIDING POLICIES

N-G-1 Strive to achieve an acceptable noise environment for the present and future residents of Los Banos.

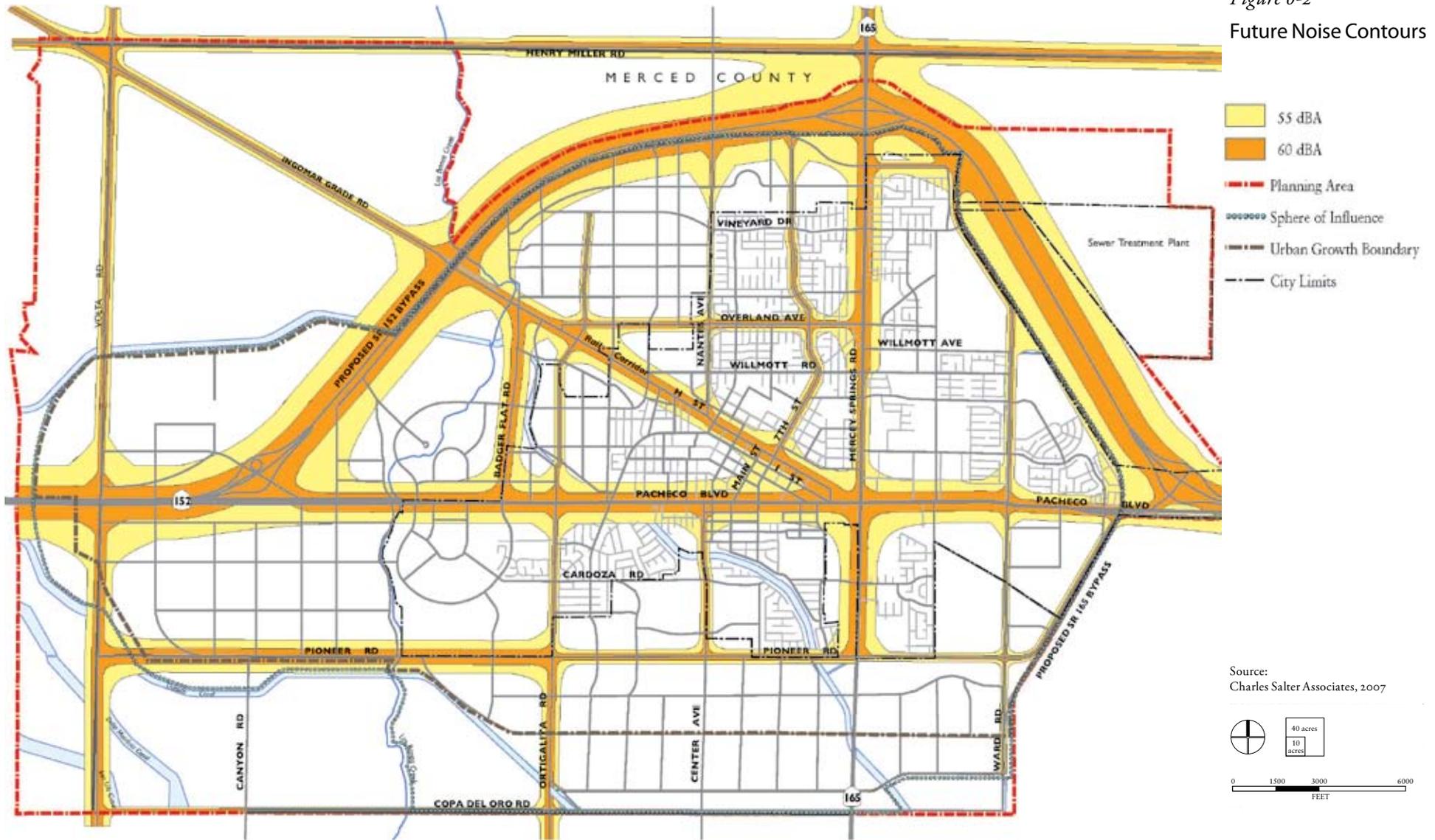
IMPLEMENTING ACTIONS

N-I-1 Use the community noise level exposure standards, shown in Figure 6-2, as review criteria for new land uses.

N-I-2 Require a noise study and mitigation measures for all projects that have noise exposure greater than “normally acceptable” levels based on specific criteria and standards in the Zoning Ordinance. These measures may include, but are not limited to, the following actions:

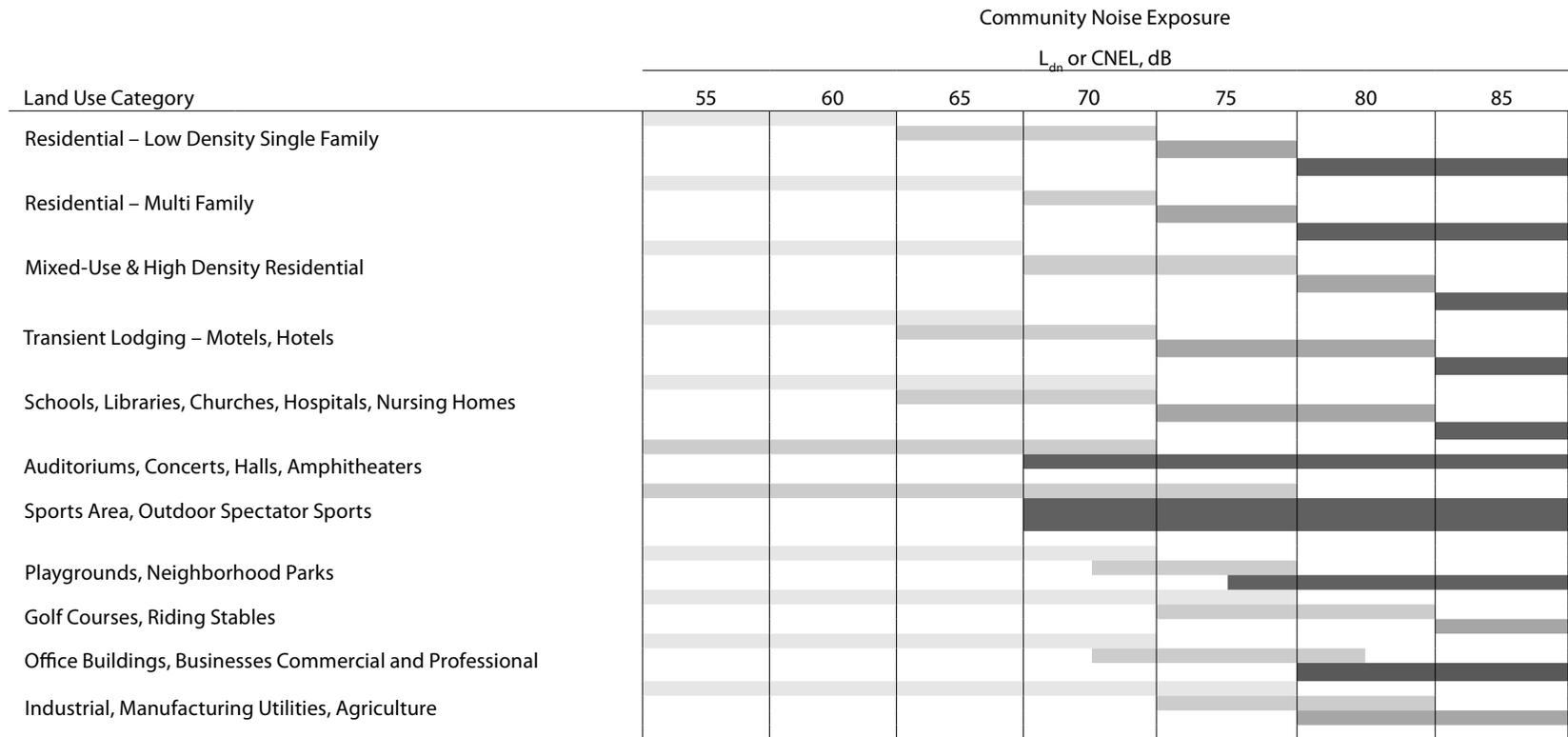
- Screen and control noise sources, such as parking and loading facilities, outdoor activities and mechanical equipment;
- Increase setbacks for noise sources from adjacent dwellings;
- Retain fences, walls, and landscaping that serve as noise buffers;
- Use soundproofing materials and double-glazed windows; and
- Control hours of operation, including deliveries and trash pickup, to minimize noise impacts.

Figure 6-2
Future Noise Contours



Source:
Charles Salter Associates, 2007

6-1: Land Use Compatibility For Community Noise Environments



Legend:

	Normally Acceptable	Specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements.
	Conditionally Acceptable	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
	Normally Unacceptable	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
	Clearly Unacceptable	New construction or development should not be undertaken.

Source: City of Los Banos, 2007.

- N-I-3 Promote the use of noise attenuation measures to improve the acoustic environment inside residences where existing single-family residential development is located on an arterial street.
- N-I-4 Discourage sound walls, except along freeways. In all other instances, permit sound walls only upon finding that alternative noise attention measures are not available.
- N-I-5 Minimize noise impacts of flight operations on existing noise-sensitive development.
- N-I-6 Protect especially sensitive uses, including schools, hospitals, and senior care facilities, from excessive noise.
- N-I-7 Require the use of Best Available Control Technology (BACT) to minimize noise from all stationary sources as well as mobile/temporary sources such as operation of construction equipment.

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7

Safety

The purpose of the Safety Element is to identify the natural and man-made hazards that exist within the City and to establish guiding policies and implementing actions to mitigate their potential impacts through both preventative and responsive measures. This Element addresses geology and seismicity, flood hazards, wildfire hazards, hazardous materials, and health and safety services. It also includes policies on natural hazards mitigation planning, which respond to the Federal Disaster Mitigation Act of 2000 and the Federal Emergency Management Agency's implementing regulations.

7.1 SEISMICITY, SOIL HAZARDS, AND EROSION

GEOLOGY

The City of Los Banos is situated at the eastern flank of the Diablo Range, one of the northwest trending Coastal Ranges of the Central Valley geomorphic province. Formed during the late Mesozoic period (208-65 million years ago), the valley was originally part of the ocean

floor. The subduction of the Proto-Pacific plate beneath the North American plate, and subsequent uplift of the coastal ranges in the Cenozoic Period (65-2 million years ago), caused an extraordinarily flat area to be enclosed by mountain ranges. Marine conditions existed in the valley for millions of years until further tectonic movements and climate change gradually drained the area of water. The Planning Area is mainly flat in nature, underlain with sediments from alluvial deposits as well non-marine sedimentary rocks. The nearest mountain range is located about 20 miles to the west.

SEISMICITY

According to the California Geological Survey (CGS), no active earthquake faults are known to exist within the Planning Area. The nearest known fault is the Tesla-Ortigalita fault zone and the O'Neill fault zone, both located about eight miles west of Los Banos. Although they do not pass through the city, these faults can produce ground motion in Los Banos. The Testa-Ortigalita fault is considered capable of generating a 6 to 7 Richter Magnitude earthquake with a recurrence interval of 2,000 to 5,000 years. Figure 7-1 shows regional faults and linear traces surrounding the Planning Area.

Effects of Earthquakes

Earthquakes can cause geologic failures ranging from ground shaking, surface rupture along the fault zone, to related secondary ground failures. Secondary ground failures include liquefaction, landslides, ground lurching and seiches, and lateral spreading. Liquefaction is the temporary loss of cohesion in saturated, granular soils. Lateral spreading is the horizontal movement of loose, unconsolidated sedimentary deposits and imported fill material. Lurching is the horizontal movement of soil, sediments or fill found on steep slopes and embankments. A seiche is the periodic oscillation of a body of water resulting from seismic shaking. All of these secondary ground failures could cause major structural damage to existing buildings, including tilting or settlement of foundations, twisting and breaking of structural building components, debris shedding, and potentially even collapse of buildings. In the case of seiches, damage to levees and dams could be significant. (Seismic-induced flooding will be explained in detail in the next section).

Los Banos' distance to fault zones in the region, including the Ortigalita, Calaveras, San Andreas and Hayward Faults, places it within 'Maximum Expectable Earthquake Intensity Zone III' where "High Severity, Most Probable Damage" could result should an earthquake occur in the region. Over the years, the Los Banos area has experienced several noticeable shocks from earthquakes. This included the 1983 Coalinga and 1989 Loma Preita earthquakes. In both cases, the epicenters were too far to cause any severe damage. The 1906 Great San Francisco Earthquake, however, did cause major damage in Los Banos.

SEISMIC SAFETY

The California Geological Survey has undertaken a complete probabilistic seismic hazard analysis for the City. Based on that study the peak ground acceleration (PGA) is 0.38 gravity (g is the unit for measuring PGA where $1\text{ g} = 9.8\text{m/s}^2$) for residential and commercial construction. This ground motion has a 10 percent chance of being exceeded over 50 years and is termed the 'Design Basis Earthquake' by the 2001 Uniform Building Code. For public schools, hospitals, and essential services buildings (e.g. fire stations, police stations, city halls, etc.) the design basis earthquake PGA is slightly higher at 0.49 gravity.

SOIL HAZARDS

The Central Valley area is filled with fertile sediments as a result of marine deposition millions of years ago. Soils in and around Los Banos are formed in mixed alluvium which makes the area suitable for cultivation. The same soil characteristic however, also subjects the Planning Area to both shrink-swell and subsidence hazards.



Ground damage caused by an earthquake.

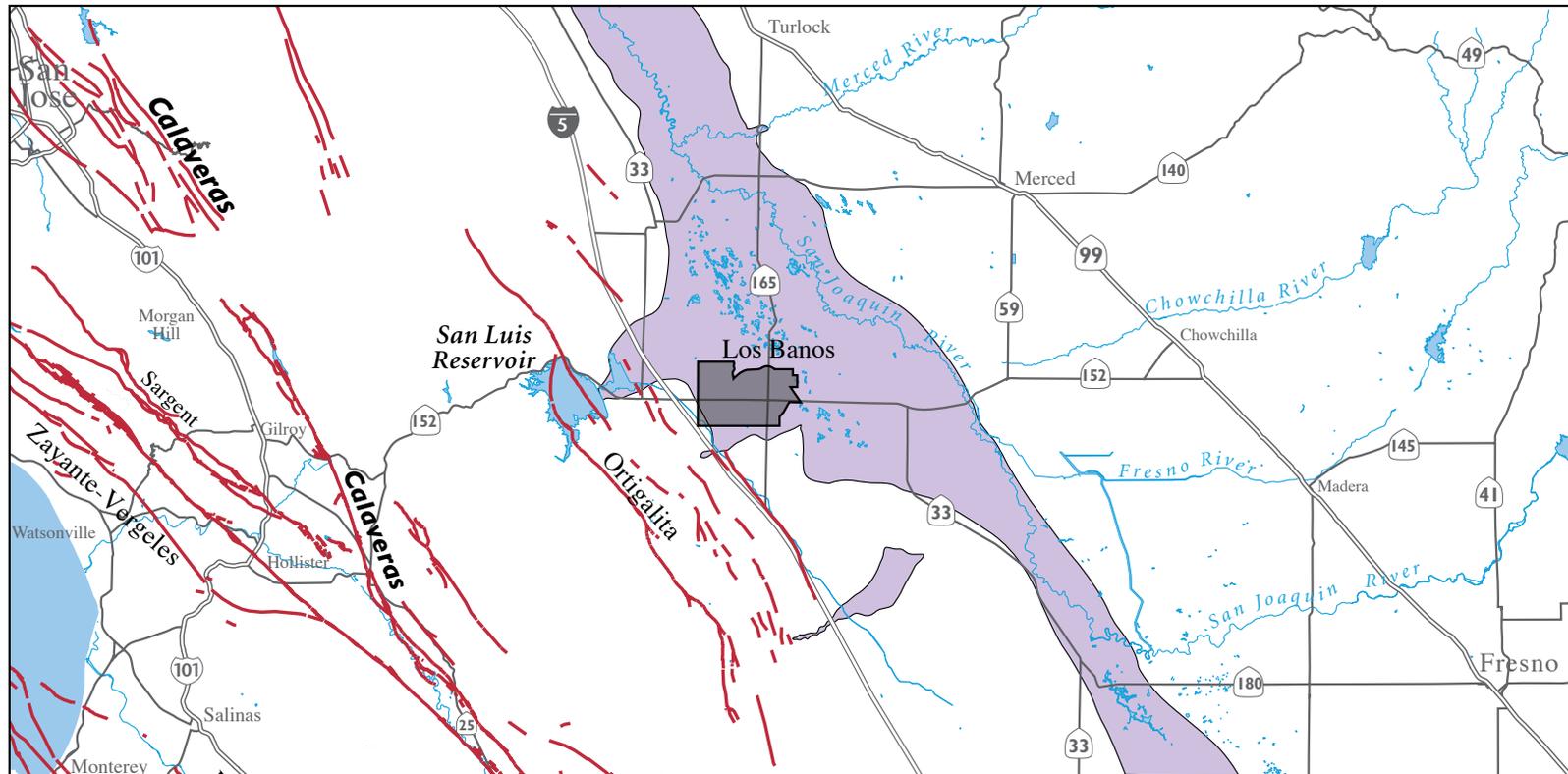


Figure 7-1
Regional Faults

- Faults
- Dam Inundation Area
- Los Banos Planning Area

Source: Department of Conservation, California Geological Survey, 2005.

Shrink Swell

The two most common soil groups found within the Planning Area are Woo-Stanislaus and Pedcatmarcuse-Volta. Both soil groups are “expansive”—a quality characterized by slow permeability and the potential to shrink or swell significantly with changes in moisture content. Expansive soils are a potential geologic hazard as structures located on them may be damaged should the soil suddenly shrink or swell. Additionally, structural damage may also occur over a long period of time from inadequate foundation engineering or the placement of structures directly on expansive soils.

Subsidence

Subsidence is the gradual sinking of the ground as a result of loss of subsurface materials, with little or no horizontal motion. It is often accompanied by large-scale ground cracking, and in some cases the cracking has movement across it, making it into incipient or actual faulting. Subsidence may occur over a small or large area depending on the amount of subsurface movement. Shifts in the water table or loss of groundwater are major causes. Subsidence can also be caused by excavation work, hydrocompaction, or oxidation of organic soils. On rare occasions, subsidence may occur due to earthquake-induced ground movement.

The Merced County General Plan Safety Element has identified Los Banos as lying within a general area prone to ground subsidence. According to historical records, soils in Los Banos area subsided up to four feet between 1920s and 1983. The presence of a subsidence trough in a long, narrow area between Los Banos and Kettleman City has also caused subsidence in the past. The primary cause of this is groundwater extraction without adequate replenishment. Subsidence in Los Banos has been recognized as a geologic hazard.

EROSION

Soil erosion potential or susceptibility can be identified by a specific soil’s “K Factor”. The “K-Factor” provides an indication of a soil’s inherent susceptibility to erosion, absent slope and groundcover factors. Values of K range from 0.05 to 0.43. Accordingly, the higher the value, the more susceptible the soil is to erosion.

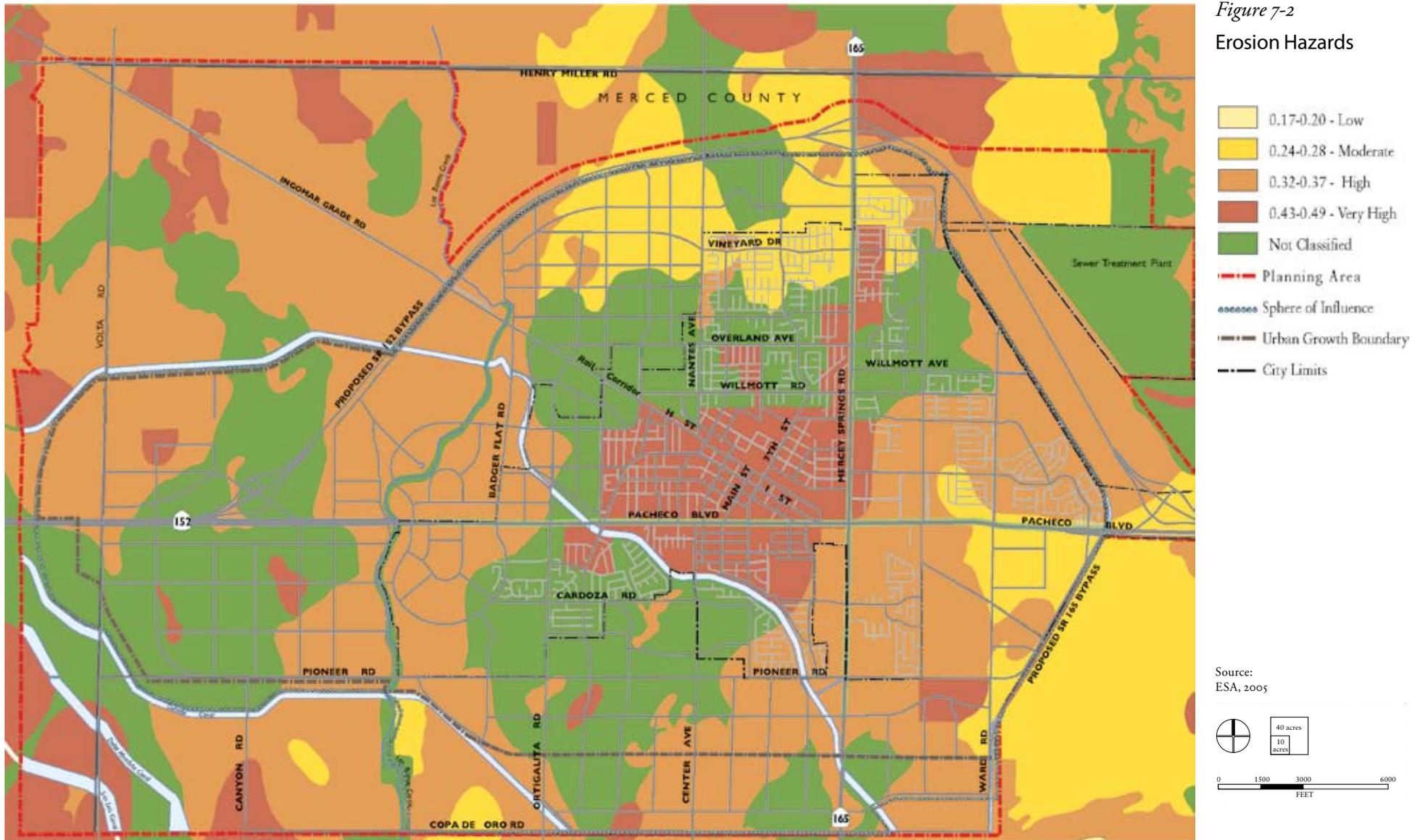
As illustrated in Figure 7-2, much of the Planning Area contains soil with high erosion susceptibility. Two-thirds of the Planning Area is considered to have either moderate or high erosion potential. Table 7-1 summarized erosion susceptibility. The risk of erosion is greatly increased during grading and construction activities when soils are loosened and bare of vegetation. The planned construction of the SR-152 Bypass, in particular, is a major concern as construction activity will ring the northern portion of the city. Erosion control measures will need to be implemented to prevent downstream sedimentation and surface water degradation.

7-1: Erosion Susceptibility		
Category	Total Acres	Percent of Total Planning Area
Low	-	-
Moderate	2,114	10
High	10,362	47
Very High	2,557	12
Not Classified ¹	6,864	31
Total	21,896	100

¹ Unclassified areas can occur for several different reasons and can be attributed to those areas currently under study or about to be studied. Additional areas that do not meet basic classification criteria (such as rivers, lakes, etc.) are also excluded from the survey and considered “Unclassified”.

Source: USDA Soil Survey Geographic Database, 2005.

Figure 7-2
Erosion Hazards



GUIDING POLICIES

S-G-1 Minimize risks of property damage and personal injury posed by seismic hazards, soil hazards, and erosion.

IMPLEMENTING ACTIONS

S-I-1 Review proposed development sites at the earliest stage of the planning process to locate any potential geologic or seismic hazard.

S-I-2 Facilitate greater safety provisions for important or critical-use structures (such as hospitals, schools, fire, police, and public assembly facilities; substations and utilities) through input during site selection and a comprehensive geotechnical investigation.

S-I-3 Require mitigation for buildings that change occupancy or use that require a permit for structural alterations, especially un-reinforced masonry buildings, to ensure structural safety.

S-I-4 Require utilities be designed to withstand probable seismic forces to be encountered in Los Banos..

S-I-5 Require preparation of a soils report as part of the development review and/or building permit process.

S-I-6 Control erosion of graded areas with revegetation or other acceptable methods.

S-I-7 Maintain grading and landscaping regulations to reduce soil erosion potential including:

- Planning and conducting operations and construction activities in a manner that will not disturb extensive areas of soil or that will disrupt local drainage;
- Prohibiting organic or earthen material from being discharged into any canals or waterways or placed at locations where they can pass into canals or waterways in quantities that could impair any beneficial use of the water.

S-I-8 Require that alterations to existing buildings and all new buildings be built according to the seismic requirements of the Uniform Building Code.

S-I-9 Establish location standards and inspection requirements for above-ground storage tanks to minimize potential risks to life and property.

7.2 FLOODING

DAM INUNDATION

Flooding due to dam inundation can be the result of natural or man-made factors, such as earthquakes, erosion, or structural design flaws. Snow melt or landslides also may trigger a dam failure by overtopping the dam. A dam failure can cause catastrophic loss of life, damage to property, and displacement of Los Banos' residents. Next to earthquakes, it is the most dangerous natural hazard facing the city.

Three dams close to Los Banos have the potential of inundating portions or the whole of the Planning Area. Flood zone mapping by the U.S. Army Corps of Engineers (USACE) indicates that all of the Planning Area is located within the San Luis Reservoir dam inundation area. Northern portions of the Planning Area are also located within the Los Banos Detention Reservoir and the Little Panoche Reservoir Dam inundation area.¹ Figure 7-1 depicts the probable extent of inundation of a dam failure.

Los Banos Detention Reservoir is located southwest of the Planning Area on Los Banos Creek. The reservoir has a capacity of 34,600 acre-feet and was constructed in 1965 to protect areas surrounding Los Banos from regular flooding. The dam is 167 feet high and provides recreation facilities for picnicking, camping, swimming, fishing, and boating. Little Panoche Detention Dam, completed in 1966, contains a little more than a million yards of earthfill in its 151-foot-high embankment. The dam's crest is 1,440 feet long and has a capacity of 5,580 acre-feet. Both Los Banos and Little Panoche Dams are joint federal/State facilities and are classified as earthfill detention dams.

The San Luis Dam was constructed in 1967 to control flood waters in the San Luis Canal. The dam is 382 feet high and contains 77,656,000 cubic yards of material. The dam's crest is 30 feet thick. In the United States, only the U.S. Army Corps of Engineers' Fort Peck and Oahe Dams along the Missouri River Basin carry greater mass. The dam structure is constructed to withstand an earthquake of magnitude 8.3 occurrence.

All three dams are owned by the Bureau of Reclamation. They are regularly inspected to ascertain their structural integrity.



Dams such as the Los Banos Detention Reservoir can potentially inundate the city.

¹ Merced Irrigation District, U.S. Army Corps of Engineers, February 1987.

STORM DRAINAGE

The city’s rapid growth in recent years means that natural stormwater catchment areas are quickly replaced by homes and other developments. In view of the potential damage flooding can cause, the timely disposal of surface runoff into drainage detention basins and water conveyance systems is of utmost importance. In Los Banos, storm water runoff is discharged through a combination of natural and man-made drainage structures including creeks, waterways and irrigation channels. Some of these elements are described in detail below.

Currently, flood zone mapping by the Federal Emergency Management Agency (FEMA) indicates the Los Banos Planning Area is located outside of the 100 and 500-year floodplains. The relatively flat topography, low incidence of rain and availability of various drainage management facilities make sudden floods by rain unlikely.

Los Banos Creek

Los Banos Creek is the predominant natural drainage feature in the region. It runs in a north-south direction and is located at the western part of the city. Flooding occurred in Los Banos on occasion due to rainfall runoff from the Los Banos Creek watershed until the construction of a Los Banos Creek Detention Reservoir (LBCDR) in the 1960s. The LBCDR controls flood water upstream with intermittent flood-flow release at 1,000 CFS, and has been successful in keeping the Creek regulated. The Grasslands Water District (GWD) regulates Creek flow downstream and diverts part of the creek for wetlands water supply purposes.

Mud Slough

Mud Slough is a tributary of the original Los Banos Creek channel and runs in a northwesterly direction east of the city. Over the last 30 years, peak level flows in the Mud Slough drainage area has been successfully controlled through a succession of projects by the GWD. The flow generated in the slough south of SR-152 is now directed into the Santa Fe Canal and is used as part of the GWD’s water supply.

CCID Main Channel

The Central California Irrigation District’s Main Channel (CCID) is a major manmade water feature in the Planning Area. This conveyance facility is the main artery for water supply for CCID and has a capacity of approximately 800 CFS. The channel runs approximately in a southwesterly direction and collects storm water runoff for irrigation purposes.

GUIDING POLICIES

S-G-2 Protect the community from risks to lives and property posed by flooding and stormwater runoff.

IMPLEMENTING ACTIONS

S-I-10 Determine, locate and improve deficiencies in the existing drainage infrastructure in partnership with regional and federal agencies.

S-I-11 Require new development to prepare hydrologic studies and implement appropriate mitigation measures to minimize surface water run-off and reduce the risk of flooding.

- S-I-12 Require developers to provide for the ongoing maintenance of detention basins.
- S-I-13 Maintain and regularly update the Storm Drain Master Plan.
- S-I-14 Coordinate with the U.S. Army Corps of Engineers on potential flooding risks, including risks associated with dam failure.
- S-I-15 Ensure that City staff and Emergency Response Services are trained to respond to a catastrophic dam failure, according to emergency procedures outlined by Merced County Office of Emergency Services' Multi Hazard Functional Plan.

Also see Chapter 5: Parks, Open Space, and Resources on policies related to storm water filtration and ground water recharge, and Chapter 8: Public Facilities and Utilities, on policies related to water and wastewater utilities, and water conservation.

7.3 WILDFIRE HAZARDS

Wildfire hazard is largely dependent on the extent and type of vegetation, known as surface fuels, that exists within a region. They differ from urban fires in that wildland fires are typically harder to control, highly unpredictable, and spread more rapidly.

As depicted on Figure 7-2, eighty-four percent of the Planning Area is thought to possess little or no wildfire risk (also see Table 7-2). The riparian forest corridor to the west of Los Banos Creek represents the largest single risk due to the amount of tree cover and undergrowth.

The size of the corridor, however, has decreased steadily over the years with the implementation of Los Banos Creek flood control measures. Wildfire hazards are moderate at the edge of the city where residential homes abut grassland or open space. As Los Banos continues to expand, more of these urban-rural interface areas will be created. Within the City, fuel loading is light and fire risk comes primarily from urban fires, not wildfires.

7-2: Existing Fire Hazards in Los Banos

Degree of Fire Hazard	Acreage	Percent of Total Planning Area
Little or No Threat	18,401	84
Moderate	3,492	16
High	3	>0
Total	21,896	100

Level of fire hazard severity based on surface fuels analysis, California Department of Forestry and Fire Protection.

Source: California Department of Forestry and Fire Protection

GUIDING POLICY

- S-G-3 Protect Los Banos' residents and businesses from potential wildfire and structural fire hazards.

IMPLEMENTING ACTIONS

- S-I-16 Ensure Fire Department personnel are trained in wildfire prevention, response and evacuation procedures.
- S-I-17 Create a public awareness and weed abatement program to highlight the dangers of open burning and how home owners can protect their properties from wildfires.

- S-I-18 Develop ways to update news media and city residents on current wildfire threat levels during drought periods.

7.4 HAZARDOUS MATERIALS

Hazardous materials are defined as any material that is flammable, corrosive, reactive or toxic. Not only are hazardous materials present in businesses and factories, they are also found in homes in the form of solvents, cleaning fluids, or other substances. Many people handle or come across these materials on a daily basis without adverse effects to health and safety. The main concern with hazardous materials lies in their improper storage, disposal, and accidental release.

In Los Banos, areas where historic or on-going activities have resulted in the known or suspected release of hazardous materials are identified in Figure 7-3. These contaminated sites are largely associated with leaking underground storage tanks and are predominately clustered around the city's Downtown along SR-152. Most are associated with retail and commercial uses (e.g., gas stations, convenience stores, car washes, etc.) while additional sites are associated with local industrial and agricultural uses. A complete listing is provided in Appendix B. Contaminated sites threaten the city's groundwater and pose a threat to residents. Disturbance of previously contaminated areas through grading or excavation operations could expose the public to health hazards from physical contact with contaminated materials.

Various State and federal agencies govern the proper storage, handling, and transport of hazardous materials. The Merced County Division of Environmental Health is the appointed regional authority for Hazardous Waste in Los Banos. It oversees the cleanup of contaminated sites originating from leaking underground storage tank systems as well as the disposal of hazardous wastes. Currently, there are no hazardous waste landfill sites (Class 1) in Los Banos. The County runs a household waste disposal and oil collection center along Highway 59, and provides free collection service every month to city residents. The role of the City lies primarily in land use decisions as applied to the siting of hazardous facilities, as well as efforts supporting federal, State and regional agencies carry out their obligations.

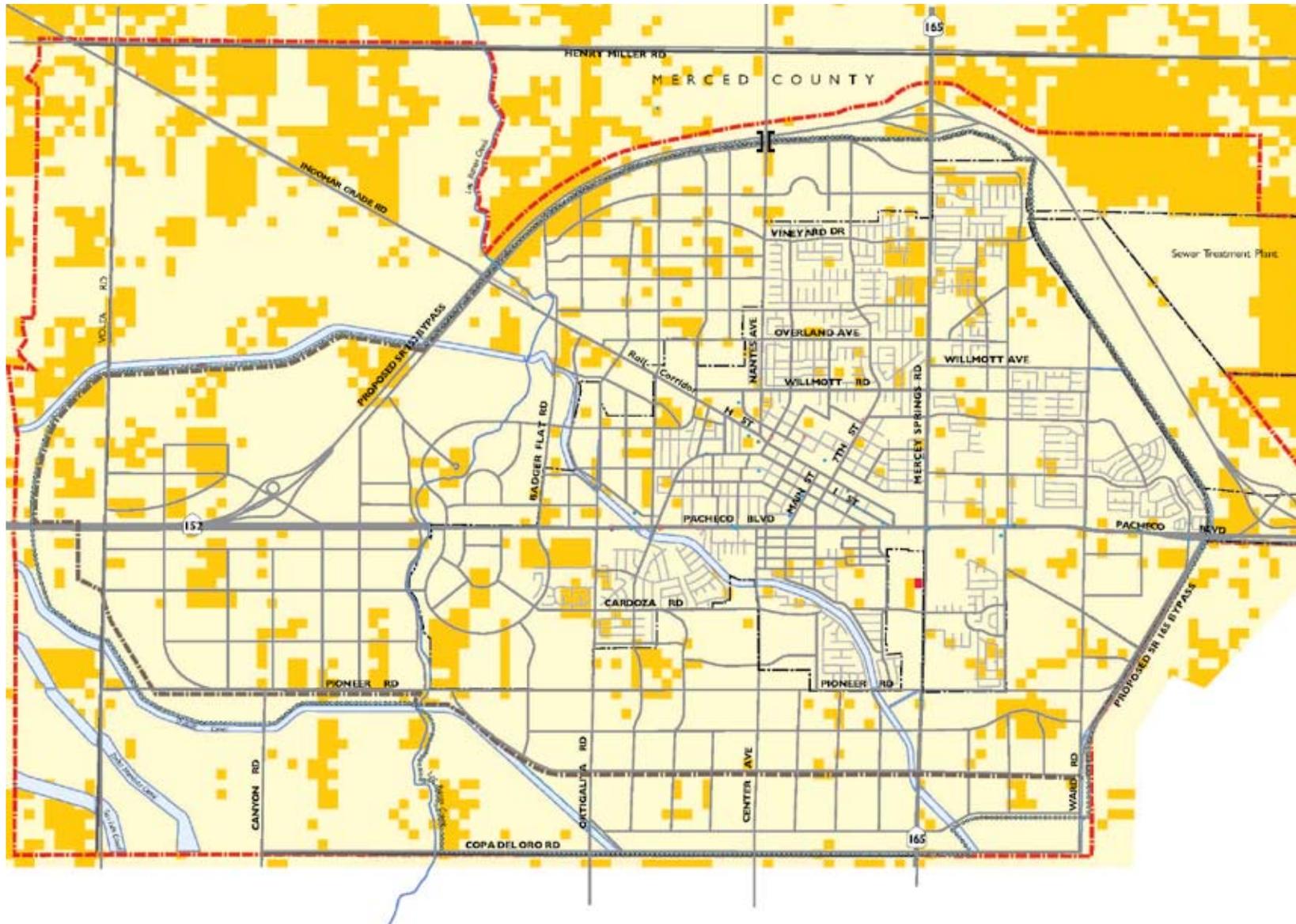
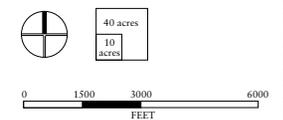


Figure 7-3
Wildfire and Hazardous Materials

- LUFT - Leaking Underground Fuel Tank
- SLIC - Spills, Leaks, Investigations, and Clean-ups
- AIR EMISSIONS
- HAZARDOUS WASTE
- MULTI-HAZARDOUS LOCATION

- Wildfire Hazard
- Low
 - Moderate
 - High
- Planning Area
 - Sphere of Influence
 - Urban Growth Boundary
 - City Limits

Source:
CA Protection Agency, 2007
CA Department of Forestry and Fire Protection, 2004



GUIDING POLICIES

S-G-4 Protect Los Banos’ ecology and residents from harm resulting from the improper production, use, storage, disposal, or transportation of hazardous materials.

IMPLEMENTING ACTIONS

- S-I-19 Apply provisions of the Merced County Hazardous Waste Management Plan to decisions involving hazardous materials in Los Banos as appropriate.
- S-I-20 Discourage the placement or expansion of businesses producing, utilizing or storing hazardous materials within a quarter mile of schools, hospitals, and residential neighborhoods. If the placement or expansion of such facilities is not feasible, effective mitigation measures will be implemented.
- S-I-21 Ensure that any proposed new development on identified or suspected hazardous materials sites address hazardous materials through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project.
- S-I-22 Require remediation and cleanup of sites contaminated with hazardous substances.
- S-I-23 Coordinate enforcement of the Hazardous Material Disclosure Program with the Merced County Health Department to identify facilities producing, utilizing, or storing hazardous wastes.
- S-I-24 Promote the reduction, recycling, and safe disposal of household hazardous wastes through public education and awareness..

S-I-25 Review, update, and implement the City’s Hazardous Material Plan on a continual basis.

This will include preparing guidelines on transporting hazardous materials and the need for coordination with the California Highway Patrol.

7.5 HEALTH AND SAFETY SERVICES

The City of Los Banos Police and Fire departments provide police, fire and life-safety services within the city. Additional police and fire projection services within unincorporated areas is provided by the County of Merced Police and Fire departments. The locations of both City and County police and fire stations are illustrated in Figure 7-4.

POLICE SERVICES

The Los Banos Police Department operates out of one central Police Headquarters office located downtown at 945 5th Street. At the end of 2006, the Department had a total of 46 sworn officers. The current level of service is 1.34 officers per 1,000 residents, which is slightly lower than the western U.S. average of 1.5 officers per 1,000 residents reported by the Federal Bureau of Investigation. However, the Department has increased its staffing in recent years with the aim of achieving a ratio of 1.5 officers per 1,000 residents. The officers are distributed throughout the city on automobile patrol assignments through its fleet of 50 vehicles. In order to respond to future growth, the Department has plans to replace the current, aging (1969) police facility and jail with funds from the public safety sales tax. The new facility should be located as part of or adjacent to the local court facility. A joint City/ County facility is also being considered.

As the city spreads geographically there will be a need for some remote neighborhood police facilities. The Department plans to start these as drop-in centers before promoting them to full substations. The City plans to increase the ratio of support personnel to sworn officers from the present 0.67 ratio to 0.75. Support personnel would be used in non-threatening tasks so that officers could concentrate on critical incidents, enforcement actions, proactive patrol, and investigations.

The Merced County Sheriff's Department is responsible for law enforcement in the unincorporated areas surrounding the city. The Department operates a "Westside" substation located in the City of Los Banos and serves Gustine, Santa Nella, Volta, Santa Rita Park, and South Dos Palos.



The Los Banos Police Department Headquarters.

FIRE AND LIFE SAFETY SERVICES

The Los Banos Fire Department currently operates two fire stations, Station 1 and Station 2, while the Merced County Fire Department operates one station, Station 71, within the City Limits. Fire dispatch is handled through the Los Banos Police Department. The Los Banos Fire Department currently consists of 19 full-time staff members and

32 certified volunteers, with the majority of the staffing concentrated at Station 1. Station 2 has only one fire fighter and one engineer on duty at any given time. A minimum of 5 personnel are assigned to shifts across a 24-hour period. Los Banos currently exceeds its desired ratio of 1 fire fighter per 1,000 residents with its current ratio of 1.45 fire fighters (including volunteers) per 1,000 residents.

Currently, Los Banos has an Insurance Service Office's (ISO) rating of 3, on a scale of 1 to 10 with 1 being the highest. City policy establishes a 5 to 6 minute response standard for fire service within a 1 ½ mile radius. As the city develops outside the current City Limits, the Fire Department estimates that stations, equipment, and personnel will need to be added in order to maintain the current ISO rating and response times. If fire services does not keep pace with growth, response time will increase, fire losses will increase, insurance rates will increase, and citizens' safety will be in jeopardy.

GUIDING POLICIES

- S-G-5 Maintain and enhance the City's capacity for law enforcement and fire-fighting.
- S-G-6 Improve current police and fire response times and staffing ratios.
- S-G-7 Control and reduce violent crime rates.

IMPLEMENTING ACTIONS

- S-I-26 Assess the manpower, facility, and equipment needs of police and fire services as the city undergoes expansion to provide all residents with an optimal level of protection.

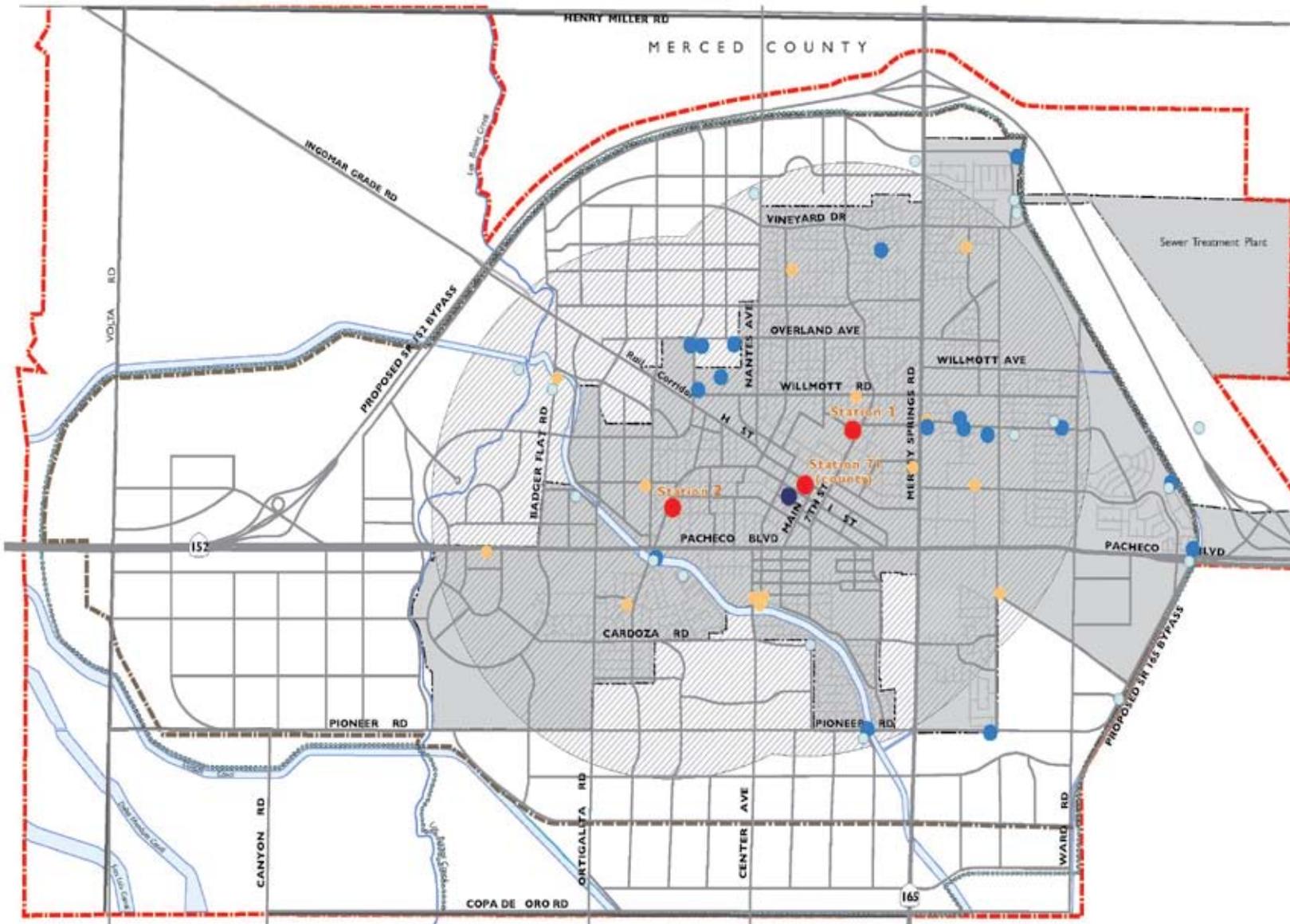
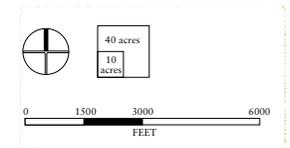


Figure 7-4
Public Facilities
and Services

- Police Stations
- Fire Stations
- Fire Station Service Area (1 1/2 mile radius)
- Drainage Pump Stations
- Proposed Pump Stations
- Wells
- Urban Area
- Planning Area
- Sphere of Influence
- Urban Growth Boundary
- City Limits

Source:
City of Los Banos



Law Enforcement

- S-I-27 Support public education programs involving crime prevention and safety issues.
- S-I-28 Maintain mutual aid agreements with Merced County, neighboring law enforcement agencies, and the California Highway Patrol.
- S-I-29 Collaborate, and exchange information with other local, State and federal agencies and with utility service providers in activities related to terrorism prevention and response.

Fire-fighting

- S-I-30 Maintain fire department performance and response standards at Class 3 ISO rating or better.



Officers from the Los Banos Fire Department.

- S-I-31 Require adequate access for emergency vehicles in all new development, including adequate street width and vertical clearance on new streets.
- S-I-32 Require sprinklers in mixed use development in accordance with the UBC and Fire Code to protect residential uses from non-residential uses, which typically pose a higher fire risk.
- S-I-33 Maintain mutual aid agreements with Merced County, Cal Fire and nearby cities.

7.6 NATURAL HAZARDS MITIGATION PLANNING

The purpose of natural hazards mitigation planning is to reduce or eliminate long term risk to human life and property resulting from natural hazards in Los Banos by identifying risks before they occur and putting together resources, information, and strategies for risk reduction. The Plan provides guidance before, during, and after a disaster to reduce potential impacts. A typical Hazard Mitigation Plan contains:

- A risk assessment section identifying natural hazards and risks to life and city assets;
- A disaster preparedness section on public preparedness and disaster prevention;
- An operations administration explaining the City's emergency planning organizational structure and responsibilities; and
- An operations response section describing different scenarios during emergencies.

FEDERAL AND STATE AUTHORITIES

At present, Los Banos does not have a Natural Hazards Mitigation Plan. The Disaster Mitigation Act of 2000 requires cities to adopt policies on hazard mitigation based on quantifiable vulnerability, loss, and risk analysis. FEMA also require cities adopt disaster mitigation plans to be eligible for disaster assistance funding. Since emergencies arising from natural hazards are usually on a region-wide scale, consultation with State and federal agencies is a necessary step in the development of local response policies. Some of these key agencies include:

- The Governor’s Office of Emergency Services (OES). The Governor’s OES is responsible for disaster mitigation, preparedness, response, recovery, and administration of federal funds after a major disaster declaration;
- The Southern California Earthquake Center (SCEC). The SCEC gathers information about earthquakes, integrates this information on earthquake phenomenon, and communicates this to local communities and the general public to increase awareness, reduce economic loss, and save lives;
- The California Division of Forestry (CDF). CDF is responsible for all aspects of wildland fire projection on state lands, and administers forest practices regulations on non-federal lands;
- The California Geological Survey (CGS). CGS is responsible for geologic hazard characterization, public education, and the development of partnerships aimed at reducing risk; and
- The California Department of Water Resources (CDWR). The CDWR plans, operates, and maintains the State Water Project, regulates dams, provides flood protection, and assists in emergency management.

Creating a dedicated Natural Hazards Mitigation Plan requires a commitment of resources by the local government for data research and community outreach. Fortunately, several State and federal funding sources are available, including the Hazard Mitigation Grant Program, Flood Mitigation Assistance Program, and the Pre-Disaster Mitigation Program. All these programs are administered through FEMA.

GUIDING POLICIES

- S-G-8 Minimize the risk of personal injury, property damage, and environmental damage from both natural and man-made disasters.
- S-G-9 Improve natural disaster response capabilities through a variety of preparedness measures.

IMPLEMENTING ACTIONS

- S-I-34 Prepare and adopt a Natural Hazards Mitigation Plan (NHMP), consistent with guidelines of the Federal Emergency Management Agency (FEMA) and the Disaster Act of 2000.
- S-I-35 Work with owners and operators of critical use facilities (i.e., hospitals, police stations, public assembly facilities, transportation services) to ensure that they can provide alternate sources of electricity, water, and sewerage in the event that regular utilities are interrupted in a disaster.
- S-I-36 Maintain and improve current early warning systems and response facilities (Local E.O.C, National Warning System, Civil preparedness radio systems, etc).
- S-I-37 Coordinate regular emergency drills with City and County emergency service providers.

8

Public Facilities and Utilities

The purpose of the Public Facilities and Utilities Element is to address service and infrastructure needs for development under the General Plan and establish guiding policies and implementing actions to mitigate potential impacts of development on these facilities and services. This element focuses on specific functional needs of the City's public services and facilities, and clearly distinguishes issues related to City services from those related to other service providers over which the City has no control. It addresses schools, libraries, and cultural facilities; and water, sewer, and solid waste services.

Table 8-1 summarizes community services in the City of Los Banos by service provider.

8-1: Community Service by Service Provider	
Type of Service	Providing Agency
Schools (K-12)	Los Banos Unified School District
Schools (College)	Merced Community College District
Parks and Recreation	City of Los Banos
Policy	City of Los Banos
Fire Protection	City of Los Banos
Street Maintenance	City of Los Banos
Water Service	City of Los Banos
Storm Drainage	City of Los Banos
Solid Waste	City of Los Banos
Sewer Service/Wastewater Treatment	City of Los Banos
Electricity	Pacific Gas & Electric
Natural Gas	Pacific Gas & Electric
Telephone	AT&T

8.1 SCHOOLS AND COMMUNITY FACILITIES

SCHOOLS

The Los Banos Unified School District operates 10 public schools in the Planning Area. As of 2006 the schools were running an average of five percent over capacity. Table 8-2 summarizes enrollment and capacity counts for these schools. All schools are located within a ¼-mile walking distance of either a park or school open space facility.

The District also has one alternative high school, an adult education program, operates the Learning Center, a latchkey child care program, and STAR, a before/after school program.

The District is in the process of building a new high school, and is planning a new junior high, five new elementary schools and support facilities. These improvements to current school facilities will create excess capacity at each educational level.

The Merced Community College (Los Banos campus) is located on a 120 acre site west of Los Banos Creek on the north side of SR-152. The College has estimated that both total enrollment and staffing will double in the next 25 years, with a 2030 forecasted enrollment of about 900 students, 42 faculty and 23 staff members.

8-2: Existing Public Schools in Los Banos

School	Enrollment	Capacity ¹	Percent Capacity
Elementary Schools (K-5)			
Charleston Elementary	357	366	97.5
Miano (R.M.)Elementary	918	854	107.5
Los Banos Elementary	988	776	127.3
Henry Miller Elementary	866	786	110.2
Volta Elementary	277	317	87.4
Lorena Falasco Elementary	828	659	125.6
Total Elementary Schools	4,234	3,758	112.7
Middle Schools (6-8)			
Westside Union Intermediate	801	780	102.7
Los Banos Junior High	1,423	1,433	99.3
Total Middle Schools	2,224	2,213	100.5
High Schools (9-12)			
Los Banos High	2,221	2,288	97.1
San Luis High (Continuation)	157	160	98.1
Total High Schools	2,378	2,448	97.1
Total	8,836	8,419	105.0

¹ Total student capacity includes portable classrooms when applicable.

Source: Enrollment data from California Department of Education, 2006-07; Capacity data from Los Banos School District, School Facility Master Plan, January 2005.

Projected Enrollment

Buildout of the General Plan will result in the addition of 16,860 households (single family and multi-family), with an additional population of approximately 55,640.

The Los Banos Unified School District estimates student buildout using an average student generation factor of 0.738 students per single family household and 0.948 students per multifamily household. Since existing schools at Los Banos are already at or near capacity and many new residential projects are in the pipeline, new schools must be built quickly to meet population demands. Population and school needs are detailed in Table 8-3.

Planned Facilities

According to a California Department of Education report, an estimated 3.2 percent of all school-going children in Merced County attend religious, private or chartered schools in 2004-05. Future school demand estimates have taken this into consideration. An estimated 255 acres will need to be set aside for public school uses. The exact size and location of future school sites is a matter under school district control. Land use goals, however, require that school facilities be located within walking distance of neighborhoods for accessibility and safety reasons.



New schools will need to be constructed to help existing facilities accommodate new students.

8-3: Buildout of Public School Student Population and School Demand

Type	Current Students	Additional Students from Approved Development ¹	Future Students from Proposed Development ¹	Current Capacity ²	Students at Build-out in Excess of Current Capacity	New Schools Needed ³	Acres Needed ⁴
K-5	4,234	3,683	4,154	3,758	8,313	13	130
6-8	2,224	1,016	1,145	2,213	2,171	3	45
9-12	2,378	1,543	1,742	2,448	3,215	2	80
Total	8,836	6,240	7,041	8,419	13,699	18	255

¹ Assumes 0.439 elementary-, 0.124 middle- and 0.175 high-school students per single family household, and 0.552 elementary school, 0.146 middle school, and 0.250 high school students per multi-family household.

² Assumes average school capacity of 650 students (grades K-5), 800 students (grades 6-8), and 1,650 students (grades 9-12). Number of schools needed are rounded up.

³ Assumes average school sizes of 10 acres (grades K-5), 15 acres (grades 6-8), and 40 acres (grades 9-12).

⁴ Student numbers is an estimate of those attending public schools only. According to the California Department of Education report 2004-05, 3.2 percent of all County's students attend private schools.

Source: Los Banos Unified School District, 2007

COMMUNITY FACILITIES

Community facilities are the network of public and private institutions that support the civic and social needs of the population. They offer a variety of recreational, artistic, and educational programs and special events. New community facilities are not specifically sited on the General Plan Land Use Diagram. Small-scale facilities are appropriately sited as integral parts of neighborhoods and communities, while existing larger-scale facilities are generally depicted as public/semi-public land use, as appropriate. These facilities in Los Banos can be grouped into the following categories:

- **Community Centers.** Facilities designed to meet the needs of the population for civic meetings, recreational activities, social gatherings, and cultural enrichment.

- **Cultural Facilities.** These facilities house scientific and historical exhibits or offer space for artistic performances and presentations. The Los Banos Milliken Museum and the Ted Falasco Arts Center are examples of these facilities.
- **Civic Buildings.** These include City and County administrative and public buildings.
- **Libraries.** Facilities in which literary, artistic, and reference materials are kept for public use and circulation. The Los Banos Branch Merced County Library located at 1312 Seventh Street near Downtown is one of the most heavily used services in the city.

- **Medical Facilities.** This includes hospitals, public and private clinics, care facilities, and medical offices. The Memorial Hospital Los Banos (MHLB) is the largest health care provider in the city. It is affiliated with Sutter Health and serves residents as far as Dos Palos or Firebaugh. The MHLB has a landing pad adjacent to the hospital and is connected by helicopter with Memorial Hospital in Modesto. There are no current plans to expand hospital services.
- **Religious Facilities.** Religious facilities include houses of worship and other related uses.

GUIDING POLICIES

- PFU-G-1 Provide superior educational opportunities for children and all members of the community.
- PFU-G-2 Provide public and cultural facilities that contribute to Los Banos’ positive image, enhance community identity, and meet the civic and social needs of residents.

IMPLEMENTING ACTIONS

Schools

- PFU-I-1 Ensure adequate elementary school sites are reserved in new subdivisions, consistent with the Land Use Diagram and State law.
- PFU-I-2 Require that elementary schools be located close to residential neighborhoods, and away from major streets to avoid vehicular traffic and noise.

- PFU-I-3 Maintain a close, collaborative relationship with Los Banos Unified School District on all matters of mutual interest.

This includes the provision and location of school sites and facilities, the development of education programs that are in line with City goals, the creation of natural hazards preparation workshops or anti-drug abuse programs with Los Banos Police, and the development of joint internship programs with Los Banos City Departments and local businesses.

Community Centers

- PFU-I-4 Locate new Community Centers in mixed-use Neighborhood Centers, Downtown, or in parks, and offer incentives for developers who set aside land for the development of Community Centers.

Cultural Facilities

- PFU-I-5 Support the development of a range of cultural and arts facilities, such as museums, performing art centers and art exhibition spaces throughout the city.
- PFU-I-6 Explore the long term demand and feasibility of creating a heritage trail linking significant historical landmarks in Los Banos.

Libraries

- PFU-I-7 Work with the Los Banos Branch of the Merced County Library to create either a new large library facility or several satellite branches to serve additional population in Los Banos.

PFU-I-8 Require new development to pay its fair share of the costs of expanding library services to maintain current service levels.

Institutions

PFU-I-9 Work with health care providers to maintain a full range of health care facilities and services designed to meet regional and community needs.

PFU-I-10 Facilitate the provision of safe, affordable, and quality elder care facilities, child care services and transitional housing for families who reside or work in Los Banos.

PFU-I-11 Ensure accessibility for disabled persons to all buildings offering health and social services, consistent with the Americans for Disabilities Act of 1990.

PFU-I-12 Make provisions for houses of worship and pre-school facilities in new residential areas on arterial or collector streets.

8.2 WATER, WASTEWATER, AND SOLID WASTE

The Public Works Department is responsible for providing water and wastewater utility services to residents. Long-term facility planning is done with master plans, which have been updated to implement this General Plan.

STORM DRAINAGE

Major water features are located within the Planning Area and mapped on Figure 5-5. These features include rivers, fields and canals which provide important drainage resources for the city. Los Banos Creek, a dominant drainage feature in the region, runs to the west of the city while Mud Slough flows northwest through the Planning Area. The City operates shared drainage ditch facilities with Central California Irrigation District (CCID) and Grassland Water District (GWD) which divert water through the Planning Area. These ditches include the GWD San Luis Canal, the GWD Santa Fe Canal and the CCID Main Canal. The 2008 Storm Drainage Master Plan recommends various improvements related to disposal of drain water including standards for detention basins and proposed pump stations. The locations and capacities for these pump stations are illustrated in Figure 5-5.

WATER SUPPLY

Los Banos is located in the San Joaquin River Hydrologic Region and extracts ground water from the Delta-Mendota Sub-basin to meet all of the city’s water supply. The city’s 13 wells have a total maximum production capacity of about 15,575 gallons per minute (gpm), connected to an elevated storage tank with a capacity of 100,000 gallons and surface mounted storage tank of 5 million gallons. At present, the quality of the water pumped is adequate. As illustrated in Figure 5-5, the locations of the wells are scattered throughout the city, generally within City Limits. To anticipate rising demand, the Public Works Department (PWD) has plans to construct a second 5 million gallon water storage tank and booster pump station in the northern part of the city prior to its need based upon development patterns.

Projected Water Demand

The amount of groundwater pumped from city wells has been increasing steadily over the years. Anticipating increased demand from population growth is part of the City’s water management efforts. Table 8-4 shows water supplied by the City’s pumps for 2004 and 2005, and an estimate for 2030 based on the assumption that the per-capita use will remain constant during the planning period. Fire water pressure must also be considered when planning capacity increases for new development. Standard minimum water flow for residential development is considered to be 2000 gallons per minute (GPM), while for commercial and industrial development it is considered to be 3500 GPM.

The 2008 Urban Water Management Plan estimates that this supply is sufficient to meet city needs through 2030. The Public Works Department also believes the water supply is sufficient for needs in 2030 as the Delta-Mendota Sub-basin is connected to one of the deepest water basins in California.¹ While quantity is not expected to be a problem, it will be increasingly difficult to find good quality potable water as annual pumpage rises beyond 8,000 AFY. This mean that pumped water must be filtered or the City must find alternative sources of water to supplement ground water. The 2000 Water Master Plan recommended that treated surface water be used in conjunction with ground water. Whether this will be done will depend on future conditions, especially the cost of procurement. The City will continue its cooperation with Central California Irrigation District and Department of Water Resources to monitor water levels in the Delta-Mendota Sub-basin and explore other means to supplement groundwater.

¹ The Delta-Mendota Sub-basin has a capacity of 51,000,000 AF to a depth of <1000 feet. For details refer to “San Joaquin Valley Ground Water Basin” California Groundwater Bulletin 118, January 2006 by Department of Water Resources.

8-4: Current and Projected Water Demand

	2004	2005	2030		
			Existing and Approved ⁴ Development	Proposed Development	Total
Population	30,626	32,380	60,650	29,730	90,380 ¹
Water Demand (AFY) ²	7,332	7,598	13,950	6,838	20,787 ³

¹ Population at year 2030 is based on full buildout of the General Plan.

² AFY (Acre feet per year)

³ Water estimate for 2030 based on per capita ratio of 0.23 AFY, from 2005 Urban Water Management Plan estimate for 2025.

⁴ Approved Development data are estimates possible with the information available at the time of public review.

Source: City of Los Banos 2005 Urban Water Management Plan

WATER CONSERVATION

Los Banos does not have a Groundwater Management Plan, but it is actively managing its water system to maximize resources and prevent an overdraft of the groundwater subbasin. Because it relies entirely on groundwater, the City can be at risk of overdraft during severe or prolonged drought periods when reduced surface rainfall compromises the subbasin’s recovery. The primary factor affecting potable water supply is the difficulty of meeting drinking water standards due to arsenic concentrations in some local wells. Because of the positive influence of recharge of Los Banos Creek on groundwater quality, higher quality groundwater exists in the western portion of the Planning Area. To avoid purchase of water from outside sources, water demand control measures are being introduced to conserve water.

The Los Banos Public Works Department has a Water Conservation Program, put in place since 1999 to reduce water waste and conserve water supply. The program limits the watering of lawns to specific days of the week, depending on street addresses. In addition, the City performs water audits on high consumption accounts that are flagged during the billing process. It also implements other Demand Management Measures (DMMs) including large landscape conservation programs, providing separate accounts for industrial users and educating the public on water conservation.

WASTEWATER TREATMENT SYSTEMS

Wastewater is collected throughout the City via a network of sanitary sewer collection pipelines ranging from 6 to 30 inches in diameter. With the aid of 12 sewer lift stations, the influent is gravity fed into a Wastewater Treatment Plant (WWTP) located in the northeastern portion of the City. The WWTP has seven facultative ponds and serves as the primary wastewater treatment facility for Los Banos. Table 8-4 summarizes wastewater treatment for 2004 and 2005, and an estimate for wastewater treatment service in 2030.

In 2004, the plant treated a total of 1,261 million gallons of wastewater, an average of 3.44 million gallons per day (mgd). In 2005, this rose to 3.78 mgd. Currently, the facility meets all State standards and requirements. Once the plant reaches 5 mgd, the City will be required to adopt a pretreatment program. Planning is currently underway for an expansion and conversion to secondary treatment, with a capacity of 6 to 8 mgd. However, even with the new facility, the City will fall short of the estimated 9 mgd needed in 2030. An additional facility (or an expansion of current facilities) will be required.

WASTEWATER DISPOSAL

Treated water at the City's WWTP is currently ground discharged. The planned expansion of the WWTP includes the development of additional existing disposal area and the purchase of another 108 acres to bring the total irrigation area to 531 acres. This reuse reduces the demand on fresh water supplies available to the area.

SOLID WASTE MANAGEMENT AND RECYCLING

Solid waste disposal throughout Los Banos is managed by the City, Public Works Department. Landfill operations are operated as an enterprise function by Merced County. The City contracts with Allied Wastes, Inc. for solid waste collection services. The majority of the City's solid waste is taken to Billy Wright Landfill, a Class III facility with a lifespan of 2010, located on the west side of the county. The landfill has a capacity of 3.65 million cubic yards and is nearing its full capacity. Additional waste is taken to Highway 59 Landfill, a Class III facility with a lifespan of 2035, located on the east side of the county. The county is currently studying the future needs of solid waste services including expansion of the Billy Wright Landfill versus a transfer station or relocating all waste services to the Highway 59 Landfill.

Currently, the City has a green waste service. A curbside commingled recycling collection program was implemented for residential, commercial and industrial areas. Table 8-5 illustrates solid waste diversion rates (the percent of waste that is recycled) from 1997-2005 for Merced County.

8-5: Current and Projected Wastewater Needs

	2004	2005	2030		
			Existing and Approved Development	Future Development	Total
Population	30,626	32,380	60,650	29,730	90,380 ¹
Wastewater Treatment (AFY)	3,857	4,234	8,275	4,056	12,332 ²
Wastewater Treatment (MGD) ³	3.44	3.78	7.38	3.62	11.00

¹ Population at year 2030 based on full buildout of the General Plan.
² Wastewater estimate for 2030 from City staff.
³ One AFY (acre feet per year) = 8.92x10⁻⁴ MGD (million-gallons per day)

Source: City of Los Banos 2005 Urban Water Management Plan

8-6: Merced County Solid Waste Diversion Rates, 1997-2005

Year	Diversion Rate (percent of waste that is recycled)
1997	47
1998	43
1999	48
2000	49
2001	50
2002	48
2003	45
2004	42
2005 ¹	39

¹ Diversion rates calculated with preliminary data, which is subject to change when a jurisdiction submits updated information.

Source: Consolidated Waste Management Authority, Waste Stream Information Profiles <http://www.ciwmb.ca.gov/Profiles/>, 2006.

ELECTRICITY AND GAS

Pacific Gas and Electric (PG&E) is the service provider to the Los Banos Planning Area and maintains a system of underground and overhead lines to supply electricity to the city. PG&E is a public utility and therefore functions on demand. PG&E also provides natural gas via plastic and steel underground lines to city residents.

GUIDING POLICIES

- PFU-G-13 Ensure an adequate supply of fresh water to serve existing and future needs of the city.
- PFU-G-14 Ensure that adequate waste water treatment capacity is available to serve existing and future needs of the city.
- PFU-G-15 Promote the conservation of water within Los Banos.

PFU-G-16 Meet the city’s solid waste disposal needs, while maximizing opportunities for waste reduction and recycling.

IMPLEMENTING ACTIONS

Water Supply, Wastewater Collection and Treatment

PFU-I-17 Ensure that water supply capacity, quality, and infrastructure are in place prior to occupancy of new development.

PFU-I-18 Design stormwater and wastewater collection and treatment facilities to serve expected buildout of the areas served by these facilities.

PFU-I-19 Establish equitable methods for distributing costs associated with providing water and sewage service to development, including impact mitigation fees where warranted.

PFU-I-20 Implement recommendations put forth by the 2007 Strategic Wastewater Management Plan with regards to:

- The near-term expansion of the Wastewater Treatment Plant to 4.9mgd;
- The future expansion of existing treatment facilities beyond 4.9mgd, and/or the construction of a new membrane bi-reactor (MBR) facility to meet projected population growth; and
- The acquisition of land for treatment purposes.

PFU-I-21 Decline requests for extension of water and sewer lines beyond the Sphere of Influence, except in cases of developing regional water and sewer facilities or of existing documented health hazards and in areas where the City has agreements to provide services.

PFU-I-22 In partnership with County, State and federal agencies, work to prevent illegal wastewater disposal or chemical disposal practices.

PFU-I-23 Continue to pursue the identification and acquisition of surface water rights or supply agreements to meet future regional water supply needs.

Water Conservation and Recycling

PFU-I-24 Require all development projects to submit a landscaping plan:

- Commercial and public right-of-way, and park projects will be required to submit planting plans, irrigation plans, irrigation schedules and water use estimates for City approval prior to issuance of building permits;
- Industrial projects will be required to submit plans for water recycling and explain how water use will meet requirements of the National Pollutant Discharge Elimination System program during the plan review process. They will also be required to submit irrigation plans for proposed landscaping.

- PFU-I-25 Develop water filtration facilities to ensure the quality of groundwater meet federal and State drinking water standards. The City may place a temporary cap on urban development, if necessary, to allow facilities to catch up with growth.
- PFU-I-26 Become a signatory to the California Urban Water Conservation Council and implement all Demand Management Measures as soon as they become feasible.
- PFU-I-27 Implements recommendations set forth in the 2005 Urban Water Management Plan including initiatives such as:
 - A water survey program;
 - A water conservation program (Water Patrol); and
 - A Residential Plumbing retrofit program.
- PFU-I-28 Encourage the use of reclaimed water for irrigation and landscaping purposes.
- PFU-I-29 Promote the use of evapotranspiration (ET) water systems in irrigating agriculture and large parks.
- PFU-I-30 Educate the general public about the importance of water conservation, water recycling and groundwater recharge through the following means:
 - Making water production and treatment facilities available for tours by schools or organized groups;

- Encouraging educators to include water conservation in their curriculums; and
- Providing tips to business groups on water conservation and recycling.

Also see Chapter 5: Parks, Open Space, and Resources on policies related to storm water filtration and ground water recharge, and Chapter 7: Safety on policies related to flood and storm water management.

Solid Waste Management and Recycling

- PFU-I-31 Reduce volumes of solid waste generated in Los Banos through recycling and resource conservation measures such as:
 - Requiring new and refurbished buildings be designed with on-site storage facilities for recycled materials to make recycling more convenient;
 - Using post-consumer recycled paper and other recycled materials in all City operations;
 - Supporting the commingled-recycling program; and
 - Continuing efforts to develop new specialized recycling programs for residential, commercial, industrial, and educational sectors.
- PFU-I-32 Support waste reduction and recycling programs through public education, including writing articles on City websites, newsletters, and other forms of publications.

- PFU-I-33 Explore the possibility of attracting a material recycling company to locate a facility in Los Banos.
- PFU-I-34 Work closely with the Joint Powers Authority to ensure adequate landfill space is available to meet projected growth.

One of the two designated landfill facilities for the city, Billy Wright Landfill, is projected to reach full capacity in year 2010, so planning early expansion of Billy Wright Landfill or alternative landfill space will be a priority.

Implementation and Monitoring

The General Plan provides specific policy guidance for implementation of plan concepts in each of the Plan elements. This framework establishes a basis for coordinated action by the City, adjacent jurisdictions, Merced County and regional agencies. This chapter describes the process in general terms and the major actions to be undertaken by the City; the implementing policies in each element of the Plan provide details that will guide program development.

The major implementation process for the land use proposals will be administration of the Zoning Ordinance through the Zoning Map. The Zoning Ordinance will need to be amended to be consistent with the General Plan's policies. The Subdivision Ordinance also should be amended to add additional requirements for land dedication for schools and parks, to provide flexibility in street design, and ensure adequate provision of bike and pedestrian facilities and connections between neighborhoods, schools, and parks, consistent with Plan policies.

The Capital Improvement Program will be the primary means of scheduling and funding infrastructure improvements of city-wide benefit. Based on the recommendations made in the General Plan, a new Impact Fee analysis will be required in order to determine the level of impact fees to be charged to developers. Special assessment districts or other means of financing improvements benefiting specific areas, such as for Downtown, the Airport Site and the Business Opportunity Area also may be used. Finally, the Los Banos Redevelopment Agency will also participate in funding infrastructure improvements within redevelopment project areas that are needed to carry out the General Plan.

In many areas, General Plan implementation will depend on actions of other public agencies and of the private sector, which will fund most of the development expected to occur in the Planning Area. The General Plan will serve a coordinating function for private sector decisions; it also provides a basis for City action on individual subdivision and development applications, which must be found to be consistent with the General Plan if they are to be approved.

9.1 RESPONSIBILITIES

Implementing the General Plan will involve the City Council, the Planning Commission, other City boards and commissions, and City departments. The City also will need to consult with Merced County and other public agencies about implementation proposals that affect their respective areas of jurisdiction. The principal responsibilities that City officials and staff have for Plan implementation are briefly summarized below; details on their powers and duties are in the Los Banos Municipal Code.

CITY COUNCIL

The City Council is responsible for the overall management of municipal affairs; it acts as the legislative body and is responsible for adoption of the General Plan and any amendments to the General Plan. The City Council appoints the City Manager who is the chief administrator of the City and has overall responsibility for the day-to-day implementation of the Plan. The City Council also appoints other boards and commissions established under the Municipal Code.

The City Council's role in implementing the General Plan will be to set implementation priorities and approve zoning map and text amendments, consistent with the General Plan, and a Capital Improvement Program and budget to carry out the Plan. The City Council also acts as the Redevelopment Agency and, in this capacity, will help finance public facilities and improvements needed to implement the Plan.

Planning Commission

The Planning Commission is responsible for preparing and recommending adoption or amendment of the General Plan, Zoning and Subdivision ordinances and other regulations, resource conservation plans, and programs and legislation needed to implement the General Plan. The Planning Commission also may prepare and recommend adoption of specific plans, neighborhood plans or special plans, as needed for General Plan implementation.

PLANNING DEPARTMENT

The Planning Department is responsible for the general planning and development review functions undertaken by the City. Specific duties related to General Plan implementation include preparing ordinance amendments, design guidelines, reviewing development applications, conducting investigations and making reports and recommendations on planning and land use, zoning, subdivisions, development plans and environmental controls. The Department will also coordinate activities with the Los Banos Unified School District related to school sites and the Los Banos Municipal Airport in consultation with Merced County, and the Airport Land Use Commission. Finally, the Department will have the primary responsibility for preparing the annual report on the General Plan and conducting the five-year review. These reporting requirements are described in Chapter 1 of the General Plan.

Redevelopment/ Economic Development Department

The Department will be responsible for actions pertaining to marketing, industrial targeting, workforce preparedness, improving Los Banos' business climate, and other actions highlighted in Chapter 2: Economic Development of the General Plan.

PUBLIC WORKS DEPARTMENT

The Public Works Department provides Engineering Services and Maintenance Services.

- The Public Works Engineering Services Department is responsible for the review of subdivision maps, grading permits, public improvement plans, encroachment permits, development in the flood zone, and sewer permits. It also does construction inspection for permits it issues and is responsible for the design and construction of capital improvement projects.
- The Public Works Maintenance Services Department is responsible for transportation planning and operations, sign, striping and street maintenance, infrastructure maintenance, and parks and facilities maintenance. Specific implementing responsibilities are established in the Land Use, Circulation, and Public Facilities and Utilities Elements of the General Plan.

Parks and Facilities Division

The Parks and Facilities Division of the Public Works Department is responsible for managing the City's recreation services, its parks and open spaces, and various facilities such as sports complexes. Specific implementing responsibilities are established in the Parks, Open Space, Conservation and Air Quality Element of the General Plan. The division is also charged with the task of maintaining and improving all City-owned street trees, park trees, and all other trees considered to be publicly-owned trees.

POLICE AND FIRE DEPARTMENTS

Within the City, responsibility for public safety is assigned to the Police and Fire Departments. The Police Department is responsible for preventing crime and maintaining law and order; while the Fire Department is responsible for fighting urban and wildland fires as well as emergency response and rescue. Both Departments also coordinates with the County on mutual aid. Specific implementing responsibilities under the General Plan are established in the Public Facilities and Utilities Element and Safety Element of the General Plan.

OTHER BOARDS AND COMMISSIONS

The City Council is assisted by the following three citizen commissions and two committees:

- Parks and Recreation Commission;
- Planning Commission;
- Airport Advisory Commission;
- Economic Development Advisory Committee; and
- Traffic Safety Committee.

The General Plan does not envision any substantive change in the responsibilities assigned to these boards and commissions. They will be administering new or amended regulations adopted pursuant to Plan policies, and their actions will need to be consistent with the General Plan.

9.2 THE REGULATORY SYSTEM

The City will use a variety of regulatory mechanisms and administrative procedures to implement the General Plan. Overall responsibility for plan implementation is vested in the Planning Agency, consisting of the City Council, Planning Commission, and the Planning Director. Under California Law, Los Banos is required to have the Zoning Ordinance be consistent with the General Plan; moreover, establishing and maintaining consistency is good planning policy and is called for in the General Plan. In fact, the consistency requirement is the keystone of Plan implementation. Without a consistency requirement, there is no assurance that Plan policies will be implemented and that environmental resources earmarked for protection in the Plan will be preserved. Other regulatory mechanisms, including subdivision approvals, building and housing codes, capital improvement programs, and environmental review procedures also will be used to implement Plan policies. All project approvals must be found consistent with the General Plan.

ZONING REGULATIONS

The City's Zoning Ordinance will translate plan policies into specific use regulations, development standards and performance criteria that will govern development on individual properties. The General Plan establishes the policy framework, while the Zoning Ordinance prescribes standards, rules and procedures for development. The Zoning Map will provide more detail than the General Plan Diagram.

The General Plan calls for several new zoning districts. Regulations for these districts will be established as part of the comprehensive zoning update currently being undertaken. The use regulations and development standards for existing zoning districts will need to be amended to conform to Plan policies. Density and intensity limits, consistent with the Plan's land use classifications, also should be established. For purposes of evaluating General Plan consistency, the density of proposed projects will be rounded up or down to the nearest whole number, as appropriate.

The City will bring both the Zoning Ordinance and the Zoning Map into conformity with the General Plan. When the General Plan is subsequently amended, the Zoning Ordinance and Zoning Map also may need to be amended to maintain consistency between the Plan and zoning.

SUBDIVISION REGULATIONS

No subdivision of land may be approved under California law and the City's subdivision regulations unless its design and proposed improvements are found to be consistent with the General Plan. Dedication of land for park facilities is required for subdivisions above a certain size, consistent with the policies and standards prescribed by the General Plan. The precise threshold will be established on a case-by-case basis and depends on whether there are neighborhood parks in the vicinity which can serve new residents. The subdivision regulations also can require dedication of land for riparian habitat and reservation of land for fire stations, libraries, bike paths, transit facilities, and other public facilities.

After adoption of the General Plan, the City’s subdivision regulations will need to be amended to conform to Plan policies and explicitly require findings of consistency with the General Plan as a condition of approving major and minor subdivisions. Reservation requirements for bus turnout facilities and bike and pedestrian facilities also will need to be added to carry out Plan policies. The subdivision ordinance should require connection between new streets and existing streets, wherever possible, and allow for reduced, right-of-way dimensions to maintain neighborhood character. Consideration of passive solar energy techniques in street and lot layout and landscaping will also be required and the ordinance may require access easements in new subdivisions.

BUILDING AND HOUSING CODES

No building permit may be issued under California law (Gov. Code Section 65567) unless the proposed development is consistent with the City’s open space plan and conforms to the policies of the Parks, Open Space and Conservation Element. To provide an administrative mechanism to ensure consistency, it may be appropriate to require applicants for building permits and grading permits to secure a “zoning certificate” or other form of zoning clearance before these permits can be issued.

CONSISTENCY BETWEEN THE GENERAL PLAN AND THE ZONING ORDINANCE

Los Banos will implement many General Plan policies through the City’s Zoning Ordinance. Zoning must be consistent with the General Plan if the City’s land use, housing, and open space policies are to be realized. A fundamental link between the General Plan and

zoning is land use/zoning consistency. Table 9-1 shows how zoning districts in Los Banos are consistent with the land use designations of this General Plan. In some areas, new zoning districts are needed. In others, the existing zoning will need to be amended (*), as prescribed by the implementing policies in this Plan. These include CD Downtown Central District, EP Employment Park District, RC Resource Conservation District, AGR Agricultural Rural District, and PS Public and Semi-Public District.

9-1: Consistency Between the Plan and Zoning	
General Plan Land Use Designations	Consistent Zoning District
Low Density Residential	R-1
Medium Density Residential	R-2
High Density Residential	R-3
Mixed Use	MU
Downtown Mixed Use	CD, *C-1
Neighborhood Commercial	*CN
Commercial	C-2, *H-C
Office/Professional	OP
Employment Park	CP, *PM, *H-C, *C-2
Industrial	M, *PM
Grasslands Ecological Area	RC
Agriculture/Rural	AG
Parks	*P
Civil/Institutional	PS

9.3 CAPITAL IMPROVEMENTS PROGRAMMING

The Capital Improvements Program (CIP) includes a list of public works projects that the City intends to design and construct in coming years. Under California law, the Planning Agency has responsibility for reviewing the CIP to determine whether it conforms to the General Plan. Specifically, the Government Code requires the Agency to review for conformity with the General Plan CIP projects requiring any of the following actions:

- Acquisition of land for public purposes;
- Disposition of land;
- Street vacations; and
- Authorization or construction of public buildings or structures.

The Planning Agency has 40 days to comment on such actions, and under state law, these recommendations are advisory only; the City Council may make its own determinations of consistency.

The Planning Agency also has the right to comment on CIPs prepared by Los Banos Unified School District and utility providers. These CIPs, and any annual revision proposed to them, are to be forwarded to the Commission at least 60 days prior to adoption for the Commission's review for consistency with the General Plan.

9.4 IMPLEMENTATION ACTIONS FOR PLAN POLICIES

The tables on the following pages summarize implementation actions that the City will undertake to carry out the policies proposed in each element of the General Plan.

9-2: Implementation Actions for Economic Development	
Implementation Actions	Policies
Implement through management, application review, and other administration practices	ED-I-12, ED-I-14, ED-I-16
Attend marketing events, conduct marketing initiatives to promote Los Banos as a place for business.	ED-I-1, ED-I-2, ED-I-3, ED-I-4, ED-I-5, ED-I-15, ED-I-22, ED-I-23, ED-I-26, ED-I-27
Utilize economic development tools and resources to attract and address the needs of Los Banos' existing target business clusters	ED-I-1, ED-I-2, ED-I-3, ED-I-4, ED-I-5, ED-I-14, ED-I-22, ED-I-23, ED-I-24, ED-I-25,
Improve the utilization of Downtown through implementation programs that improve image, safety, access, and exposure	ED-I-5, ED-I-15
Network and improve communication with Los Banos' business community through an annual business survey, welcome letters, a business newsletter, business visits, joint-trade or business events, apprenticeship and internship programs, and maintaining an economic development website	ED-I-1, ED-I-2, ED-I-11, ED-I-12, ED-I-13, ED-I-14, ED-I-15, ED-I-16, ED-I-17, ED-I-18
Provide through coordination or partnerships with other public agencies, educational providers, and nongovernmental organizations	ED-I-3, ED-I-5, ED-I-8, ED-I-9, ED-I-10, ED-I-11, ED-I-13, ED-I-15, ED-I-16, ED-I-20, ED-I-23, ED-I-25
Identify sites or develop infrastructure to support economic development.	ED-I-6, ED-I-12, ED-I-24
Maintain fiscal health, provide long range financial planning and budgeting, and capture grants to support economic development	ED-I-19, ED-I-20, ED-I-21

9-3: Implementation Actions for Land Use	
Implementation Actions	Policies
Implement through development and design review process, including environmental review	LU-I-2, LU-I-4, LU-I-7, LU-I-9, LU-I-13, LU-I-14, LU-I-16, LU-I-17, LU-I-18, LU-I-19, LU-I-20, LU-I-21, LU-I-22, LU-I-23, LU-I-24, LU-I-26, LU-I-30, LU-I-32, LU-I-34, LU-I-42, LU-I-44, LU-I-47, LU-I-51, LU-I-52, LU-I-56, LU-I-57, LU-I-58, LU-I-60
Provide through ongoing City services and departmental programs	LU-I-2, LU-I-18, LU-I-31, LU-I-38, LU-I-41, LU-I-45
Implement through partnerships with other public agencies and nongovernmental organizations	LU-I-3, LU-I-6, LU-I-13,, LU-I-52, LU-I-60
Consider pedestrian, bicycle, accessibility and congregation issues	LU-I-12, LU-I-21, LU-I-23,, LU-I-32, LU-I-34, LU-I-39, LU-I-40, LU-I-41 LU-I-47
Prepare/update/implement through master development plans, area plans, guideline or programs	LU-I-5, LU-I-11 LU-I-13, LU-I-17, LU-I-37, LU-I-41, LU-I-45, LU-I-46, LU-I-52, LU-I-53, LU-I-56, LU-I-60
Update subdivision regulations, Zoning Ordinances, and the zoning map	LU-I-1, LU-I-4, LU-I-7, LU-I-9, LU-I-10, LU-I-13, LU-I-18, LU-I-19, LU-I-20, LU-I-21 LU-I-23, LU-I-24, LU-I-26, LU-I-27, LU-I-28, LU-I-29, LU-I-33, LU-I-34, LU-I-35, LU-I-36, LU-I-42, LU-I-43, LU-I-44, LU-I-48, LU-I-49, LU-I-50, LU-I-53, LU-I-56 LU-I-57, LU-I-60
Provide through development fees or other forms of development mitigation.	LU-I-7, LU-I-56, LU-I-57, LU-I-59
Provide financial support/ incentive for parks, business restoration, mixed use, housing, and strategic improvements.	LU-I-14, LU-I-15, LU-I-25, LU-I-27, LU-I-38, LU-I-39, LU-I-40, LU-I-54

9-4: Implementation Actions for Circulation Element	
Implementation Actions	Policies
Implement through development and design review process, including environmental review	C-I-3, C-I-4, C-I-7, C-I-17, C-I-18, C-I-28, C-I-29, C-I-35
Prepare/update/implement through new street standards, level of service standards, a Street Master Plan	C-I-1, C-I-3, C-I-11, C-I-12, C-I-19, C-I-20, C-I-22, C-I-24, C-I-33, C-I-34
Provide through coordination and partnerships with other public agencies and nongovernmental organizations	C-I-21, C-I-36, C-I-37
Continue to work with Merced County Transit, Caltrans, and other transit operators to expand transportation alternatives	C-I-5, C-I-8, C-I-16, C-I-17, C-I-18, C-I-19, C-I-35, C-I-37
Manage the roadway system through ongoing monitoring	C-I-10, C-I-11, C-I-12, C-I-21, C-I-28, C-I-30, C-I-31
Update subdivision regulations, Zoning Ordinances, and the zoning map	C-I-1, C-I-4, C-I-21, C-I-23, C-I-24, C-I-26, C-I-27, C-I-29, C-I-31, C-I-32
Initiate new transportation studies for further action	C-I-5, C-I-13, C-I-19, C-I-35, C-I-37
Provide transportation improvements through the Capital Improvement Program	C-I-2, C-I-6, C-I-7, C-I-9, C-I-17, C-I-18, C-I-20, C-I-21, C-I-24, C-I-25
Provide through development fees or other forms of development mitigation	C-I-14, C-I-15

9-5: Implementation Actions for Parks, Open Space, and Resources Element	
Implementation Actions	Policies
Implement through development and design review process, including environmental review	POSR-I-6, POSR-I-12, POSR-I-16, POSR-I-17, POSR-I-21, POSR-I-22, POSR-I-23, POSR-I-24, POSR-I-25, POSR-I-30
Provide through ongoing City services and departmental programs	POSR-I-1, POSR-I-7, POSR-I-8, POSR-I-9, POSR-I-10, POSR-I-26, POSR-I-31, POSR-I-33, POSR-I-38
Provide through coordination or partnerships with other public agencies and nongovernmental organizations on joint planning or joint use of facilities	POSR-I-8, POSR-I-11, POSR-I-16, POSR-I-20, POSR-I-25, POSR-I-27, POSR-I-34
Provide through an Open Space and Trails Master Plan	POSR-I-12, POSR-I-13, POSR-I-16, POSR-I-22, POSR-I-23, POSR-I-24
Prepare/update/implement through special plans, area plans, guidelines or programs	POSR-I-2, POSR-I-23, POSR-I-32, POSR-I-36, POSR-I-39
Update subdivision regulations, Zoning Ordinances, and the zoning map	POSR-I-3, POSR-I-4, POSR-I-5, POSR-I-6, POSR-I-14, POSR-I-22, POSR-I-31, POSR-I-35
Provide through long-range financial planning, the Capital Improvement Program or performance budgeting	POSR-I-4, POSR-I-7, POSR-I-15, POSR-I-37, POSR-I-38, POSR-I-40
Provide through development fees or other forms of development mitigation	POSR-I-3, POSR-I-14, POSR-I-18, POSR-I-21, POSR-I-25, POSR-I-28, POSR-I-29, POSR-I-31, POSR-I-36, POSR-I-38
Education, outreach, and community promotion	POSR-I-2, POSR-I-11, POSR-I-19, POSR-I-35, POSR-I-39, POSR-I-41

9-6: Implementation Actions for Noise Element	
Implementation Actions	Policies
Implement through development and design review process, including environmental review	N-I-1, N-I-2, N-I-4
Prepare/update/implement through specific plans, area plans, guidelines or programs	N-I-1, N-I-5
Update subdivision regulations, Zoning Ordinances, and the zoning map	N-I-4, N-I-6
Provide through development fees or other forms of development mitigation	N-I-2, N-I-3, N-I-7

9-7: Implementation Actions for Safety Element	
Implementation Actions	Policies
Implement through the development review process	S-I-1, S-I-2, S-I-5, S-I-9, S-I-18, S-I-28, S-I-29
Provide through ongoing City services and departmental programs	S-I-4, S-I-6, S-I-8, S-I-13, S-I-14, S-I-23, S-I-26, S-I-27, S-I-33
Provide through coordination or partnerships with other public agencies and nongovernmental organizations	S-I-8, S-I-12, S-I-17, S-I-20, S-I-24, S-I-25, S-I-26, S-I-30, S-I-31, S-I-32, S-I-34
Prepare a Natural Disaster Mitigation Plan	S-I-31, S-I-32, S-I-33, S-I-34
Prepare/update/implement through special plans, area plans, guidelines or programs	S-I-7, S-I-11, S-I-13, S-I-16, S-I-17, S-I-21, S-I-29
Update subdivision regulations, Zoning Ordinances, and the zoning map	S-I-1, S-I-5, S-I-9, S-I-10, S-I-18, S-I-28
Provide through development fees or other forms of development mitigation	S-I-3, S-I-9, S-I-10, S-I-19
Education, outreach, and community promotion	S-I-15, S-I-16, S-I-22, S-I-24, S-I-32, S-I-34

9-8: Implementation Actions for Public Facilities and Utilities Element	
Implementation Actions	Policies
Implement through development and design review process, including environmental review	PFU-I-1, PFU-I-2, PFU-I-4, PFU-I-11, PFU-I-12, PFU-I-13
Provide through ongoing City services and departmental programs	PFU-I-5, PFU-I-10, PFU-I-13, PFU-I-14, PFU-I-15, PFU-I-16, PFU-I-17, PFU-I-18, PFU-I-21, PFU-I-23, PFU-I-24
Provide through coordination or partnerships with other public agencies and nongovernmental organizations	PFU-I-1, PFU-I-3, PFU-I-5, PFU-I-7, PFU-I-9, PFU-I-10, PFU-I-17, PFU-I-20, PFU-I-23, PFU-I-26, PFU-I-27
Prepare/update/implement through special plans, area plans, guidelines or programs	PFU-I-6, PFU-I-15, PFU-I-18, PFU-I-21, PFU-I-24
Review and update building code standards for water conservation	PFU-I-19, PFU-I-21
Update subdivision regulations, Zoning Ordinance, and the zoning map	PFU-I-2, PFU-I-4, PFU-I-11, PFU-I-12, PFU-I-16, PFU-I-19
Provide financial support/ incentive to support city goals or strategic improvements	PFU-I-4, PFU-I-5, PFU-I-26
Provide through long-range financial planning, the Capital Improvement Program or performance budgeting	PFU-I-13, PFU-I-14, PFU-I-15, PFU-I-24
Provide through development fees or other forms of development mitigation	PFU-I-8, PFU-I-15, PFU-I-19
Education, outreach, and community promotion	PFU-I-5, PFU-I-21, PFU-I-22, PFU-I-23, PFU-I-25

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Glossary

100-Year Flood. That flood event that has a one-percent chance of occurrence in any one year.

500-Year Flood. The magnitude of a flood expected to occur on the average every 500 years, based on historical data. The 500-year flood has a 1/500, or 0.2 percent, chance of occurring in any given year.

Acre, Gross. Area of a site calculated to the centerline of bounding streets and other public rights-of-way.

Acre, Gross Developable. Area of a site, including proposed public streets and other proposed rights-of-way but excluding areas subject to physical or environmental constraints, which include ridgelines and steep hillside slopes, creek corridors and floodways, and areas to be dedicated for greenways or habitat protection.

Acre, Net. Area of a site excluding: land to be dedicated for required easements for vehicles and rights of way, either public or private; land dedicated to be hazardous and unfit for building; and land to be dedicated for schools and parks or other facilities dedicated for public use.

Affordable Housing. Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing, including utilities.

Aquifer. A natural underground formation that is saturated with water, and from which water can be withdrawn.

Attainment Area. An area determined to have met federal or State air quality standards, as defined in the federal Clean Air Act or the California Clean Air Act. An area may be an attainment area for one pollutant and a non-attainment area for others.

Best Management Practices (BMP). The conservation measures, structures, or management practices that reduce or avoid adverse impacts of development on adjoining land, water, waterways, or water bodies.

Bike Facilities. These include bike paths, bike lanes, and bike routes, following a classification system established in the City's Trails Master Plan.

Buildout. That level of development characterized by full occupancy of all developable sites in accordance with the General Plan; the maximum probable level of development envisioned by the General Plan under specified assumptions about densities and intensities. Buildout does not necessarily assume parcels are developed at maximum allowable intensities.

Capital Improvement Program (CIP). The multi-year scheduling of public physical improvements based on studies of fiscal resources available and the choice of specific improvements to be constructed.

Carbon Monoxide (CO). A colorless, odorless gas formed by the incomplete combustion of fuels, which is toxic because of its tendency to reduce the oxygen-carrying capacity of the blood.

Central California Irrigation District (CCID). The public agency that provides irrigation water supplies to various jurisdictions throughout Merced County, including Los Banos.

CNEL (Community Noise Equivalent Level). The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night from 10 p.m. to 7 a.m.

Compatible. Capable of existing together without conflict.

Conservation. The management of natural resources to prevent waste, destruction, or neglect.

Consistent. Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory. State law requires consistency between a general plan and implementation measures such as the Zoning Ordinance.

Creek. Those areas where surface water flows sufficiently to produce a defined channel or bed. The channel or bed need not contain water year-round.

Cultural Facilities. Premises operated to accommodate cultural pursuits such as visual or performing arts, lectures, or exhibitions.

Curb Cut. The opening along the curb line at which point vehicles or other wheeled forms of transportation may enter or leave the roadway. Curb cuts are essential at street corners for wheelchair users.

dBA. The “A-weighted” scale for measuring sound in decibels; weights or reduces the effects of low and high frequencies in order to stimulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Daylight Plane. An inclined plane, beginning at a stated height above grade at a property line, and extending into the site at a stated upward angle to a horizontal plane, that will limit the height or horizontal extent of structures on a site where the daylight plane is more restrictive than the height limit or building setback.

Decibel (dB). A unit of measurement used to express the relative intensity of sound as heard by the human ear describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

Dedication. The commitment by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are required by the city as conditions of approval on a development.

Dedication, In lieu of. Cash payments which may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Density. The number of residential dwelling units per acre of land. Densities specified in the General Plan are expressed in units per gross developable acre. (See “Acres, Gross,” and “Acres, Gross Developable.”)

Density Bonus. The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location.

Developer. An individual who, or business which, prepares raw land for the construction of buildings or builds or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development. The physical extension and/or construction of urban land uses. Development activities include but are not limited to: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetation cover (with the exception of agricultural activities). Routine repair and maintenance activities are not considered as “development.”

Easement. A right given by the owner of land to another party for specific limited use of that land. An easement may be acquired by a government through dedication when the purchase of an entire interest in the property may be too expensive or unnecessary.

Employment Center/Park. An land use zone where employment generating uses are located. This designation is intended for a mix of light industrial, research and development/high tech, office, commercial, and service uses. Uses in this category are expected to have elements of architectural and landscape design.

Endangered Species, California. A native species or sub-species of a bird, mammal, fish, amphibian, reptile, or plant, which is in serious danger of becoming extinct throughout all or a significant portion of its range, due to one or more factors, including loss in habitat, change in habitat, over-exploitation, predation, competition, or disease. The status is determined by the State Department of Fish and Game together with the State Fish and Game Commission.

Endangered Species, federal. A species which is in danger of extinction throughout all or a significant portion of its range, other than the species of the Class Insect determined to constitute a pest whose protection under the provisions of the 1973 Endangered Species Act, as amended, would present an overwhelming and overriding risk to humans. The status is determined by the US Fish and Wildlife Service and the Department of the Interior.

Environmental Impact Report (EIR). A document used to evaluate the potential environmental impacts of a project, evaluate reasonable alternatives to the project, and identify mitigation measures necessary to minimize the impacts. The California Environmental Quality Act (CEQA) requires that the agency with primary responsibility over the approval of a project (the lead agency) evaluate the project’s potential impacts in an Environmental Impact Report (EIR).

Environmental Justice. Formalized policies of the federal and state governments that require agencies to identify and avoid disproportionately high adverse effects on minority and low-income populations when implementing programs, policies, and activities that affect human health or the environment.

Equivalent Noise Level (Leq). A single-number representation of the fluctuating sound level in decibels over a specified period of time. It is a sound-energy average of the fluctuating level.

Erosion. The process by which material is removed from the earth's surface (including weathering, dissolution, abrasion, and transportation), most commonly by wind or water.

Expansive Soils. Soils which swell when they absorb water and shrink as they dry.

Fault. A fracture in the earth's crust forming a boundary between rock masses that have shifted. An active fault is a fault that has moved recently and which is likely to again. An inactive fault is a fault which shows no evidence of movement in recent geologic time and little potential for movement.

Feeder Trails. Local trails, on streets with low traffic volume when that option is available, and are intended to link parks, open space areas, and neighborhoods to collector and regional trails.

Floodplain. An area adjacent to a lake, stream, ocean or other body of water lying outside the ordinary banks of the water body and periodically inundated by flood flows. Often referred to as the area likely to be inundated by the 100-year flood.

Flood Zone. The relatively level land area on either side of the banks of a stream that is subject to flooding under a 100-year or a 500-year flood.

Floor Area Ratio (FAR). The ratio between gross floor area of structures on a site and gross site area. Thus, a building with a floor area of 100,000 square feet on a 50,000 square-foot lot will have a FAR of 2.0.

Floor Area, Gross. The total horizontal area in square feet of all floors within the exterior walls of a building, but not including the area of unroofed inner courts or shaft enclosures.

Groundwater Recharge. The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage (i.e. aquifers).

Groundwater. Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Growth Management. The use by a community of a wide range of techniques that direct the amount, type, rate, and location of development desired by the community. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs.

Habitat. The natural environmental of a plant or animal.

Hazardous Material. A material or form of energy that could cause injury or illness to persons, livestock, or the natural environment.

Hazardous Waste. Waste which requires special handling to avoid illness or injury to persons or damage to property. Includes, but is not limited to, inorganic mineral acids of sulfur, fluorine, chlorine, nitrogen, chromium, phosphorous, selenium and arsenic and their common salts; lead, nickel, and mercury and their inorganic salts or metallo-organic derivatives; coal, tar acids such as phenol and cresols and their salts; and all radioactive materials.

Historic Resource. A historic building or site that is noteworthy for its significance in local, state, national, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Structure. A structure deemed to be historically significant based on its visual quality, design, history, association, context, and/or integrity.

Household. An occupied housing unit.

Impervious Surface. Any material which reduces or prevents absorption of water into land.

Implementation. Actions, procedures, programs, or techniques that carry out policies.

Infill. The development of new housing or other buildings on scattered vacant lots in a built-up area or on new building parcels created by permitted lot splits.

Infill Opportunity Zones. An area that is exempt from Level of Service traffic standards specified in the California Congestion Management Act and incorporated into Merced's Congestion Management Program, for the purpose of promoting compact, transit-oriented development. In order to designate an area as an Infill Opportunity Zone, certain criteria must be met, for example, the area must be zoned for infill residential or mixed use development and located within a 1/3 mile of a transit stop.

Infiltration. The introduction of underground water, such as groundwater, into wastewater collection systems. Infiltration results in increased wastewater flow levels.

Intersection Capacity. The maximum number of vehicles that has a reasonable expectation of passing through an intersection in one direction during a given time period under prevailing roadway and traffic conditions.

Infrastructure. Permanent utility installations, including roads, water supply lines, sewage collection pipes, and power and communications lines.

Intrusive Noise. That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, and tonal or information content as well as the prevailing noise level.

Jobs-Employed Residents Ratio. Total jobs divided by total employed residents (i.e. people who live in the area, but may work anywhere). A ratio of 1.0 typically indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

L_{10} . A statistical descriptor indicating the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities.

L_{dn} (Day-Night Average Sound Level). The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels (after 10 p.m. and before 7 a.m.). The L_{dn} is approximately numerically equal to the CNEL for most environmental settings.

L_{eq} (Equivalent energy level). The sound level corresponding to a steady sound level containing the same total energy as a time varying signal over a given sample period. L_{eq} is typically computed over 1, 2, and 8-hour sample periods. The L_{eq} is a "dosage" type measure and is the basis for the descriptions used in current standards, such as the 24-hour CNEL used by the State of California.

Level of Service, LOS (traffic). A qualitative measure describing operational conditions within a traffic stream and the perception of motorists and/or passengers regarding these conditions. A level of service definition generally describes these conditions in terms of such factors as traffic volumes, speed and travel time, delays at traffic signals, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Liquefaction. A sudden large decrease in the shearing resistance of a cohesion less soil, caused by a collapse of the structure by shock or strain, and associated with a sudden but temporary increase of the pore fluid pressure.

Minerals. Any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances, including, but not limited to, coal, peat, and bituminous rock, but excluding geothermal resources, natural gas, and petroleum (Public Resources Code Section 2005).

Mitigation. A specific action taken to reduce environmental impacts. Mitigation measures are required as a component of an environmental impact report (EIR) if significant measures are identified.

Mitigation Measures. Action taken to avoid, minimize, or eliminate environmental impacts. Mitigation includes: avoiding the impact altogether by not taking a certain action or parts of an action; minimizing impacts by limiting the degree or magnitude of the action and its implementation; rectifying the impact by repairing, rehabilitating, or restoring the affected environment; reducing or eliminating the impact over time by preservation and maintenance during the life of the action; and compensating for the impact by repairing or providing substitute resources or environments.

Mixed Use. Describes a development project which includes two or more categories of land use such as residential and commercial.

Nitrogen Oxides (NOx). Chemical compounds containing nitrogen and oxygen; reacts with volatile organic compounds, in the presence of heat and sunlight to form ozone. It is also a major precursor to acid rain.

Noise Attenuation. Reduction of the level of a noise source using a substance, material, or surface.

Noise Contours. Lines drawn about a noise source indicating equal levels of noise exposure. CNEL and Ldn are the metrics utilized herein to describe annoyance due to noise and to establish land use planning criteria for noise.

Open Space. Any parcel or area of land or water that is essentially unimproved. The General Plan designates privately-owned rural/grazing lands, and devoted open space areas as defined by California planning law.

Ozone. A compound consisting of three oxygen atoms that is the primary constituent of smog. It is formed through chemical reactions in the atmosphere involving volatile organic compounds, nitrogen oxides, and sunlight. Ozone can initiate damage to the lungs as well as damage to trees, crops, and materials. There is a natural layer of ozone in the upper atmosphere, which shields the earth from harmful ultra-violet radiation.

Pacific Flyway. The Pacific Flyway is a major north-south route of travel for migratory birds in America, from Alaska in the north, across the Central Valley of California, to Patagonia in the south.

Peak Hour. The busiest one-hour period for traffic during a 24-hour period. The PM peak hour is the busiest one hour period of traffic during the evening commute period. The AM peak hour is the busiest one hour period during the morning commute.

Pedestrian-oriented Development. Development designed with an emphasis on the street sidewalk and on pedestrian access to the building, rather than an auto access and parking areas.

Performance Standards. A statement representing a commitment by a public agency to attain a specified level or quality of performance through its programs and policies.

Planning Area. The land area addressed by a General Plan, including land within City Limits and land outside City Limits that bears a relation to the City's planning.

PM-10, PM-2.5. The current standard for measuring the amount of solid or liquid matter suspended in the atmosphere ("particulate matter including dust"). Refers to the amount of particulate matter under 10 micrometers and 2.5 micrometers in diameter, respectively. Particulate matters can penetrate to the deeper portions of the lung, affecting sensitive population groups such as children and people with respiratory diseases.

Rare or Endangered Species. A species of animal or plant listed in Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Recycle. The process of extraction and reuse of materials from waste products.

Retention Area. A pond, pool, lagoon, or basin used for the storage of water runoff.

Right-of-Way. A continuous strip of land reserved for or actually occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary storm sewer or other similar use.

Riparian Corridor. Riparian areas are transitional between terrestrial and aquatic ecosystems and are distinguished by gradients in biophysical conditions, ecological processes, and biota. They are areas through which surface and subsurface hydrology connect water bodies with their adjacent uplands. They include those portions of terrestrial ecosystems that significantly influence exchanges of energy and matter with aquatic ecosystems (i.e. a zone of influence). Riparian areas are adjacent to perennial, intermittent and ephemeral streams, lakes, and estuarine -marine shorelines.

Riparian Habitat. The land and plants bordering a watercourse or lake.

Sedimentation. Process by which material suspended in water is deposited in a body of water.

Sensitive Receptors. Persons or land users that are most sensitive to negative effects of air pollutants. Persons who are sensitive receptors include children, the elderly, the acutely ill, and the chronically ill. The term "sensitive receptors" can also refer to the land use categories where these people live or spend a significant amount of time. Such areas include residences, schools, playgrounds, child-care centers, hospitals, retirement homes, and convalescent homes.

Significant Effect. A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Siltation. The process of silt deposition. Silt is a loose sedimentary material composed of finely divided particles of soil or rock, often carried in cloudy suspension in water.

Solid Waste. General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood.

Specific Plan. A plan that provides detailed design and implementation tools for a specific portion of the area covered by a general plan. A specific plan may include all regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any general plan element(s).

Sphere of Influence (SOI). The ultimate service area of an incorporated city, as established by Merced County LAFCO.

Stationary Source. A source of air pollution that is not mobile, such as a heating plant or an exhaust stack from a laboratory.

Storm Runoff. Surplus surface water generated by rainfall that does not seep into the earth but flows overland to a watercourse.

Threatened Species, California. A species of animal or plant is endangered when its survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, disease, or other factors; or when although not presently threatened with extinction, the species is existing in such small numbers that it may become endangered if its environment worsens. A species of animal or plant shall be presumed to be rare or endangered as it is listed in Sections 670.2 or 670.5, Title 14, California Code of Regulations; or Title 50, Code of Federal Regulations Sections 17.11 or 17.12 pursuant to the Federal Endangered Species Act as rare, threatened, or endangered.

Threatened Species, Federal. A species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

Total Dissolved Solids (TDS). Total dissolved solids comprise inorganic salts and small amounts of organic matter that are dissolved in water. The principal constituents are usually calcium, magnesium, sodium and potassium and the anions carbonate, bicarbonate, chloride, sulphate and, particularly in groundwater, nitrate (from agricultural use).

Trip Generation. The number of vehicle trip ends associated with (i.e., produced by) a particular land use or traffic study site. A trip end is defined as a single vehicle movement. Roundtrips consist of two trip ends.

Use. The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged as per the City's Zoning Ordinance and General Plan land use designation.

Vehicle Miles Traveled (VMT). A measure of both the volume and extent of motor vehicle operation; the total number of vehicle miles traveled within a specified geographical area (whether the entire country or a smaller area) over a given period of time.

View Corridor. The line-of-sight (identified as to height, width, and distance) of an observer looking toward an object of significance to the community (e.g., ridgeline, river, historic building, etc.).

Watercourse. Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include constructed channels, ditches, and underground drainage and sewage systems.

Watershed. The total area above a given point on a watercourse which contributes water to the flow of the watercourse; the entire region drained by a watercourse.

Wetlands. Areas that are permanently wet or periodically covered with shallow water, such as saltwater and freshwater marshes, open or closed brackish marshes, swamps, mud flats, and fens.

Wildlife Corridors. A natural corridor, such as an undeveloped ravine, that is frequently used by wildlife to travel from one area to another.

Zoning Ordinance. A local regulatory document that divides incorporated city land into districts and establishes regulations governing the use, placement, spacing, and size of buildings, open spaces, and other facilities.

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List of Acronyms

af/y: acre feet per year

ADT: Average daily traffic

ALUC: Airport Land Use Commission

ARPA: Archaeological Resources Protection Act

BACT: Best Available Control Technology

BMP: Best Management Practice

CALTRANS: California Department of Transportation

CARB: California Air Resources Board

CCID: Central California Irrigation District

CDFG: California Department of Fish and Game

CEQA: California Environmental Quality Act

cfs: Cubic feet per second

CGS: California Geologic Survey

CIP: Capital Improvement Program

CMP: Congestion Management Program

CNDDDB: California Natural Diversity Data Base, Department of Fish and Game

CNEL: Community Noise Equivalent Level

CSUS: California State University Stanislaus

dB: Decibel

dB(A): A-Weighted Decibel

DNL: Day-Night Average Noise Level

DOF: Department of Finance

DU: Dwelling Unit

DWR: Department of Water Resources

EIR: Environmental Impact Report (CEQA)

EPA: Environmental Protection Agency

FAR: Floor Area Ratio

FEMA: Federal Emergency Management Act

FMMP: Farmland Mapping and Monitoring Program

GEA: Grasslands Ecological Area

GIS: Geographic Information Systems

GPAC: General Plan Advisory Committee

GROC: Grasslands Resources Overlay Zone

GWD: Grasslands Water District

LAFCO: Local Agency Formation Commission

LBCDR: Los Banos Creek Detention Reservoir

LBUSD: Los Banos Unified School District

Ldn: Day-Night Average Sound Level

LHMP: Local Hazards Mitigation Plan

LOS: Level of Service

LUST: Leaking Underground Storage Tanks

MCAG: Merced County Association of Governments

MCL: Maximum Contaminant Level

MCEDCO: Merced County Economic Development Corporation

MCOES: Merced County Office of Emergency Services

NAAQS: National Ambient Air Quality Standards

NIMBY: Not In My Back Yard

NPDES: National Pollution Discharge Elimination System

NFIP: National Flood Insurance Program

NWI: National Wetland Inventory

PGA: Peak Ground Acceleration (Earth movements)

PM-2.5: Suspended particulate matter 2.5 microns or less in diameter

PM-10: Suspended particulate matter 10 microns or less in diameter

ppb: Parts per billion

ppm: Parts per million (10^6), by volume or weight

SIP: State Implementation Plan (Air Pollution)

SJVAPCD: San Joaquin Valley Air Pollution Control District

SJVAB: San Joaquin Valley Air Basin

SOI: Sphere of Influence

Sq. Ft.: Square Feet

SR: State Route

TAZ: Traffic Analysis Zone

TCM: Transportation Control Measure

TDM: Transportation Demand Management

TDS: Total Dissolved Solids

TPM: Transportation Performance Monitoring

USGS: United States Geologic Survey

UST: Underground Storage Tank

V/C: Volume to Capacity Ratio

VMT: Vehicle Miles Traveled

VPD: Vehicles per day

WWTP: Waste Water Treatment Plant

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Appendix A

Hazardous Sites

Site Name	Location	Site Name	Location
1155 Pacheco Ave	1155 Pacheco Ave	Auto-Mate	150 West 'G' Street
1x Robert Sliger	647 F St	Balattis' Kal Ian Motor Co., I	1209 6th St
1x Robert Sliger	603 F St	Beacon Station # 535	140 W Pacheco Blvd
1x Sharp Ventures	802 E 8th St	Bernard. Paradiso	1236 E Pacheco Blvd
545 C Street	545 C Street	Bertao, Frank	1809 Monroe Cir
7-Eleven Store #22736	603-A Pacheco Blvd	Bfi Of North America Inc	409 N Mercey Springs Rd
7-Eleven Store 22736	603-A Pacheco Blvd	Bowron, Robert N. & Mary	1332 Eagle
939 H. St	939 H. St	Bressler Trust Property	720 I St
A Alvarado Trucking	2120 Racquet Club Dr	Buy And Save Market	225 7th Street
A&A Transport	1955 E Pacheco Blvd	Buy And Save Mart	225 Seventh Street
A-1 Automotive Repair	853 J St	Buy N' Save	225 Seventh
Ag Ground Services (2)	20058 Cardoza Road	Buy N Save Market	225 7th St
Allwaste Transportation and Remediation	940 I St	C And J's	929 W Pacheco Blvd
Angelina Nutall	45 West Pacheco	Ca State College Stanislaus	800 Monte Vista Ave
Arcadian High School	East B Street/Ward Road	California Dairies Inc	1155 Pacheco Blvd

Site Name	Location
California Highway Patrol	706 W Pacheco Blvd
California Northern Railroad	Cfnr Station Of Los Banos
Caltrans	1359 E Pacheco Blvd
CCID Northern Div. Main. Yard	1723 Center Ave.
Central Ca Irrigation District	1335 W I Street
Central Cal. Irrigation District	1721 Center Avenue
Central Valley Fertilizer	638 Madison Ave
Central Valley Smog	317 Mercey Springs
Century Automotives	1341-A Tanner Rd
Chevron #769	1164 Pacheco Blvd
Chevron #9-0769	1164 Pacheco Blvd
Chevrontexaco, H Street, Los Banos	840 H St.
Chief Auto Parts #30114	518 W Pacheco Pass
Circle K #3614	403 Mercey Springs
Circle K Store #3614	403 Mercey Springs Road
Circle K Store #3614	403 Mercey Springs Rd
Circle K Store #3621	1704 E Pacheco
City Los Banos/Municipal Airport	1000 Airport Wy
City Of Los Banos	1000 "G" Street
City Of Los Banos	1717 W Pacheco Blvd
City Of Los Banos	411 Madison Avenue
City Of Los Banos	901 Birch Avenue
City Of Los Banos	1630 San Luis Street
City Of Los Banos	1630 San Luis Street
City Of Los Banos	470 Birchwood Avenue
City Of Los Banos	1558 Place Rd

Site Name	Location
City Of Los Banos	1717 W Pacheco Blvd
City Of Los Banos	1558 Place Rd
City Of Los Banos	909 Wilmott Avenue
City Of Los Banos	909 Wilmott Avenue
City Of Los Banos	1217 D Street
City Of Los Banos Wwf	520 J St
City Of Porterville	411 Madison Avenue
Condor Freight Lines Inc.	841 J St
County Of Merced Public Works	20925 W Pioneer Rd
D & D Radiator Service	1233 F St
D&D Radiator Service	105 West Pacheco
Delta Farms Trucking Inc.	14287 Santa Lucia
Deluxe Cleaners	1023 6th St
Deluxe Cleaner	1023 6th
Department Of Agriculture	342 D St
Dr Edward Stoddard Dds	1024 9th St
Dr. Ray R. Scott, R., D.D.S., Inc.	900 I St.
Dutra's Exxon	850 Pacheco Blvd W
E&M (Evette & Manuel)	105 West Pacheco Blvd
Eagle Field Ginning Company	923 East Pacheco Boulevard
Elementary School #2/Ranchwood Property	18761 Willmott Road
Equilon Enterprises	849 W Pacheco Blvd
Erreca, Yvonne	544 M
E-Z Serve Station #100988	820 Pacheco Blvd W
Ferry Parking Lot	600 Block I St

Site Name	Location	Site Name	Location
Frank Costa	520 M St	Lino Auto Body Shop	930 G St
Frank P. Bertao	1809 Monroe Cir	Little Tub Car Wash	823 W Pacheco
Golden Valley Health Center	821 Texas Ave	Los Banos	612 H St
Grassland Water District	610 W Pacheco Blvd	Los Banos R High Sch	659 K Street
Hancock Service	836 I St	Los Banos Abattoir Co.	21104 W. Pacheco
Henry Miller Elementary	545 West L St.	Los Banos Airport	830 6th St
Holt Brothers	3440 E Pacheco Blvd	Los Banos Airport	West I & Airport Rd.
Housing Authority Of The Count	148 7th St	Los Banos Bulk Plant	101 W H St
Independent Recycling	1211 F St	Los Banos Community Day	975 I St.
Kagome Incorporated	333 Johnson Road	Los Banos Community Hospital	520 W I St
Kagome Incorporated	333 Johnson Road	Los Banos Demonstration Desalt	3400 E Pacheco Blvd
Kagome Usa Inc	333 S Johnson Rd	Los Banos Family Dental Care	1321 Paradise Ln
Kagome Usa, Inc.	333 Johnson Rd	Los Banos Firestone	210 W Pacheco Blvd
King Chiropractic Inc	933 W Pacheco Blvd	Los Banos Foods Inc	1175 E Pacheco Blvd
Kings County Truck Lines	4395 Mercey Springs Rd	Los Banos Ford	617 Pacheco Blvd W
Kings View	703 I Street	Los Banos Ford	617 West Pacheco Blvd
Kings View Work Experience Ctr	703 'I' Street	Los Banos High	1966 11th St.
Kings View Work Experience Ctr	703 "I" Street	Los Banos Enterprise	1253 West I St
Kmart #3764	1400 Mercey Springs	Los Banos Maintenance Yard	1723 Center Ave
Kragen Auto Parts #1380	30 W Pacheco Blvd	Los Banos Motors Inc	1209 6th Street
Larrys Pacheco Shell Service	849 West Pacheco Blvd	Los Banos Municipal Airport	520 "J" Street
Larrys Shell Service	859 W Pacheco Blvd	Los Banos Municipal Airport	West I / Airport Road
Lasher Brother's Trucking Inc	2548 E Pacheco Blvd	Los Banos Police Department	945 5th Street
Liberty Packing Company	12045 S Ingomar Grade	Los Banos Service Center	940 "I" Street
Lifetime Doors Inc	G Street	Los Banos Unified School Dist	763 J Street
Lifetime Doors, Inc.	149 West "G" Street	Manor Apts	925 Illinois Ave

Site Name	Location
Memorial Hospital Los Banos	520 W I St
Memorial Hospital Los Banos	520 W I St
Menezes Brothers Inc.	2532 Pacheco Blvd
Merced 7th And Street Yard	715 J St
Merced 7th And Street Yard	715 J Street
Merced Center	334 J St.
Merced Co Fire Dept	735 J St
Merced Co Pub Works Yard	715 J St
Merced Co Roads Yard	20925 Pioneer Rd W
Merced Co Spring Fair	403 F St
Merced County Library	1312 S 7th St
Mevi,Devireddy & Vemerreddy Mds	400 I St. #A
Meza Bros Inc	2657 E Pacheco Blvd
Miano (R.M.) Elementary	1129 B St.
Mid Valley Aviation	1000 Airport Way
Nuttall Property	45 Pacheco Blvd W
Old Los Banos Dump	Intersection Parkwood/Ran
Pacheco Auto Body	2925 East Pacheco Blvd
Pacheco Chevron	1164 Pacheco Blvd
Pacheco Oil Co.	740 2nd St
Pacheco Oil Company	740 2nd St
Pacheco Shell	550 E Pacheco Blvd
Pacific Bell	635 West J Street
Pacific Bell	5 West J Street
Paradiso	1160 I St
Parolise Chiropractic	933 West Pacheco Blvd

Site Name	Location
Payless Drug Stores	935 West Pacheco Blvd
Pg & E Los Banos Service	940 I St
Pg & E Los Banos Service	940 I St
Pg&E Los Banos Service Center	940 I Street
Pg&E-Los Banos Service Center	940 I St
Phillips Road Property	Nr Xing Of N Phillips / Mercey Springs Rd
Process Tube Lab	1004 I St
Process Tube Laboratory	25 G St
Public Works Yard	1000 G St
R. Gardner, Inc.,	503 I St
R. Gardner, Inc.,	503 "I" Street
Ray Petterson	805 9th St
R.M. Miano Elementary School Expansion	East B Street/Santa Rita Street
Renter Heppner Macline	1234 G St
Ricks Auto Body & Paint	1339 Place Rd
Ricks Auto Body & Paint	1339 Place Road
Robert Uardo	816 Maryland
Romero Auto Dismantler	1422 Ward Rd
San Joaquin Valley Dairymen	1155 Pacheco Boulevard
Santos Ford Lincoln Mercury	617 W Pacheco Blvd
Santos, Texaco	1009 East Pacheco Bvd.
Seven-Eleven #22736	603 East Pacheco Bvd.
Sharp Ventures	802 H St
Shaws Super Service	546 Third St
Shaw's Super Service	546 3rd St.

Site Name	Location	Site Name	Location
Shell, Pacheco Shell Service	550 Pacheco Blvd.	Unnamed	1164 PACHECO AVE
Sherwood Hardware, Former	645 7th	Unnamed Building	828 W Pacheco Blvd
Short Stop Mini Mart	963 Pacheco Blvd E	Unocal Bulk Plant #0382	101 West H St
Souza Dairy	14944 Badger Flat Rd	Unocal Service Station 5509	250 West Pacheco Blvd
Steitz Service	820 E Pacheco Blvd	Unocal Station #5302	305 Mercey Hot Springs Rd
T. Falasco Inc.	549 Mercey Springs Rd	Unocal, C.L. Bryant Inc.	1063 East Pacheco Blvd.
T. Falasco, Inc.	549 Mercey Springs Rd	Velasco Automotive	45 W Pacheco Blvd
Tee-Dee-Us Automotive	447 Mercey Springs Road	Vision Auto Body	2925 Pacheco Blvd
Tfd Enterprises	830 I Street	Wal-Mart Store #2117	1575 West Pacheco St
The Roy O Bressler Family Trust	702 I St	Washington Mutual Los Banos Brnch H884	550 K St
Tosco Bulk Plant #0382	101 H St	Westside Union Intermediate	659 K St.
Tosco Bulk Plant No 0382	101 W H St	Wastewater Treatment Plant	17963, W Henry Miller Rd
Tosco Bulk Plant No 0382	101 W H St	William Rapp Dds	820 Iowa St
Tosco Corp Site No 30907	250 W Pacheco Blvd	Windecker Inc	940 H St
Tosco Corp Site No 30907	250 W Pacheco Blvd	Windecker Inc.	9th / H St
Trax Rockery	645 7th Street	Windecker Inc.	1080 H Street
Tri Valley Growers Plant 5	12045 South Ingomar Grade	Windecker Inc.	1080 H Street
Tri Valley Growers, Plant 5	12045 Ingomar Grade	Windecker Incorporated Chevron Card L	940 H Street
Tri-Valley Growers (#5)	12504 S Ingomar Grade	Windecker, Inc.	1080 H St
Tri-Valley Growers (#5)	12045 Ingomar Grade	Wolfsen Properties	625 J St
Tri-Valley Growers Plant #5	12045 S. Ingomar Grade	Youngs' Automotive	323 N Mercey Springs
Ultramar	140 West Pacheco Blvd.	Yvonne Erreca	544 M St
Union #5509, Paul Rose	250 West Pacheco Blvd.		
Union Oil Bulk Plant #0382	101 W H St		
United Parcel Service Caban	2526 E Pacheco Blvd		
Unnamed	113 F ST		

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