

## Discussion about West Side Development

**Good evening. My name is Jay Salyer, 1040 Temple Court, Lemoore. I am here as a private citizen.**

Bio

- a. Came to Lemoore with the Navy in 1982
- b. 90's
  - i. Chairman, Planning Commissioner
  - ii. Appointed City Councilman
- c. Chairman of the Naval Air Museum Lemoore Board of Directors
- d. Member of the General Plan Steering Committee
- e. Employed as an economic developer

I am here tonight to provide some historical perspective to the issue of the West Side development.

During my time here as a local, much has been done in this community arm-in-arm with the Navy. The City of Lemoore was there when the Navy officials were lobbied to have the E-2 Hawkeye squadrons moved from San Diego to Lemoore. Lemoore was there to help bring the F/A-18 Super Hornet to Lemoore. We formed committees to help defend NAS Lemoore against Base Realignment & Closure and we supported the effort to establish the Military Operations Area overhead the Valley.

In the mid 1990's, the Navy disclosed that they were short on "on base" housing, housing in the neighboring cities was getting expensive, and there were few jobs for Navy dependents. About the same time, West Hills College was looking for a location for their new Lemoore campus.

The College found a farming family, the Petersons, willing to donate 100 acres of land to the college for the construction of the Lemoore campus. West Hills College's leadership met with the City and the Base's senior leadership to discuss development opportunities on the west side of Highway 41 and their impacts on the Naval Air Station and the City.

The City considered its expansion options and felt the west side was the most practical area to be developed due to the poor farmland that would be converted to educational, residential, commercial and industrial uses.

The Base was concerned about encroachment to the naval air station by development from the east.

The City put together a development master plan that included the College and zoning for highway commercial uses, residential development and industrial uses which would locate within the area to the north of the San Joaquin Valley Railroad line. The College would occupy the center of the development and would be supported by the residential population and the commercial businesses.

The Navy's concerns were met by limiting the Development Site to the east of the "Greenbelt", Kings County's Exclusive Agriculture Zone. In addition, the City suggested, and it was eagerly accepted by the Navy, to build a wetlands on the

western boundary of the project to further discourage western development. The Navy CB's were part of the construction crew.

The "College Park at West Hills" Project and Environmental Impact Report were submitted to all interested parties in April 1997 for comment. The officials from the Naval Air Station were consulted throughout the project and were given an opportunity to respond to the EIR. The EIR stated that "The Project Area is not located within a CNEL (Community Noise Equivalent Level) contour line of 60 decibels or higher, therefore, there will be no noise impacts due to air operations at LNAS upon the Development Site." The Navy did not write a response to the EIR.

In May of 1998, the Navy released its Final Environmental Impact Statement for the location of the Super Hornet on the West Coast. The Navy's EIS stated "a less than significant noise impact would result from increased aircraft operations at NAS Lemoore..... off-base land uses generally would not be exposed to incompatible noise levels." The new 60 decibel contour was drawn well west of the Kings River.

In September, 2006, the Navy released its Environment Assessment for the new NAS Lemoore MOA. In evaluating its noise impact on the surrounding area, it used the 1998 noise contours developed for the siting of the Super Hornet. Now, a 75 decibel corridor covers the Development Site all the way to Highway 41

In regards to the threat of closure due to encroachment, a visit to Google Earth, local planning documents, and the Navy's environmental documents will tell you NAS Lemoore is superiorly planned, both from the standpoint of base facilities and local land use decisions. The western edge of the development is at least 5½ miles from the nearest runway. This EIR is already suggesting mitigations, though far from perfect, that are reasonable and respect the property owners' considerable investment in the Development Site.

Apparently, conditions have changed on the west side of Highway 41 that have only recently come to light in the public arena. I feel this is unfortunate because of the 11+ year history of coordination and consultation that are a part of this City's legacy. The last thing we need to do is put the future of NAS Lemoore in jeopardy. However, I do feel that reasonable, engaged leaders, some who are here tonight, who understand the history of the west side project, can fashion a solution acceptable to all parties.