Initial Study/Proposed Negative Declaration

Pedestrian Pathways – Roosevelt Elementary School

William Zigler

12/16/2014

The Initial Study and Draft Negative Declaration in support of the Pedestrian Pathways – Roosevelt Elementary School project.

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1.0 PROJECT INFORMATION

Project Title:	Pedestrian Pathways, Roosevelt Elementary School
Lead Agency:	City of Lindsay, 251 E. Honolulu St, Lindsay, CA 93247
Contact Person:	William Zigler (559) 562-7102 ext. 8032
Location:	City of Lindsay
Applicant:	City of Lindsay 251 E. Honolulu Street Lindsay, CA 93247
Existing General Plan Land Use Designation:	Land use designations are Arterial and Collector Street rights-of-way.
Existing Zoning:	Single family residential (R-1-7) and Resource, Conservation, and Open Space (RCO) districts. Transportation-related uses are permitted within all zoning districts.
Description of Project:	See Project Description in Section 3 of this Initial Study.
On-Site Land Uses:	The project is located within the existing street rights-of-way.
Surrounding Land Uses:	Land uses along the northern corridor are school, rural residential, and agricultural (orange grove) uses. Park and wellness uses (the City Park, Aquatic Center and Wellness Center) are located to the south. Single family residential, church, and vacant land uses are located along the eastern corridor. Single family residential, medical office, and agricultural (orange grove) uses are located along the western corridor.
Interested Agency:	Tulare County Association of Governments (TCAG).

2.0 INTRODUCTION

2.1 Initial Study/Mitigated Negative Declaration

The purpose of this Initial Study/Mitigated Negative Declaration (IS/MND) is to identify the potential environmental impacts associated with the proposed Pedestrian Pathways – Roosevelt Elementary School project and to describe measures that will avoid or mitigate impacts to a less than significant level. The IS/MND includes information to substantiate the conclusion made regarding the potential of the proposed project to result in significant environmental impacts and provides the basis for input from public agencies, organizations, and interested members of the public. Pursuant to Section 15367 of the California Environmental Quality Act (CEQA) Guidelines, the City of Lindsay is the Lead Agency for the proposed project, and as such, has primary responsibility for approval or denial of the proposed project.

The IS/MND has been prepared in accordance with CEQA Statutes and Guidelines, including Section 15070-15075 of the State CEQA Guidelines. Pursuant to Public Resources Code (PRC) Section 21157.1 and State CEQA Guidelines Section 15177, this project has been evaluated with respect to each item on the State CEQA Guidelines Appendix G environmental checklist to determine whether this project may cause a significant impact. The IS/MND has concluded that the proposed project would not result in any adverse effects which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the State CEQA Guidelines.

2.2 Public and Agency Review

This Initial Study will be circulated for public and agency review from December 17, 2014 to January 12, 2015. Copies of this document are available for review at the following locations:

City of Lindsay Planning and Economic Development office:
251 E. Honolulu Street
Lindsay, California 93247
(559) 562-7102 ext. 8032

The document is also available on the City of Lindsay website at:
http://www.lindsay.ca.us/documents/Planning/EnvironmentalDocs.htm

2.3 Project Approvals

As a public agency principally responsible for approving or carrying out the proposed project, the City of Lindsay is the Lead Agency under CEQA and is responsible for adopting the environmental document and approving the proposed project. The discretionary approval would be required from the City Council. Approval of the Pedestrian Pathways, Roosevelt Elementary School project is anticipated to occur at the same time as the CEQA document adoption.

2.4 Organization of the Initial Study

This Initial Study is organized into the following sections:

Section 1 – Project Information: provides summary background information about the proposed project, including project location, lead agency, and contact information.

Section 2 – Introduction: summarizes the scope of the document, the project's review and approval processes, and the document's organization.

Section 3 – Project Description: presents a description of the proposed project, including the need for the project, the project's objectives, and the elements included in the project.

Section 4 – Environmental Factors Potentially Affected: addresses whether this Initial Study identifies any environmental factors that involve a significant or potentially significant impact that cannot be reduced to a less than significant level.

Section 5 – Determination: indicates whether impacts associated with the proposed project would be significant and what, if any, additional environmental documentation is required.

Section 6 – Evaluation of Environmental Impacts: contains the Environmental Checklist form for each resource area. The checklist is used to assist in evaluating the potential environmental impacts of the proposed project. This section also presents a background summary for each resource area, and an explanation of all checklist answers.

Section 7 – Mandatory Findings of Significance: indicates whether implementation of the proposed project would result in significant environmental impacts.

Section 8 – Mitigation Measures: lists all mitigation measures proposed to be included as part of the proposed project.

Section 9 – References: lists references used in the preparation of this document.

3.0 PROJECT DESCRIPTION

3.1 Project Summary

The Pedestrian Pathways, Roosevelt Elementary School project would provide for the construction of approximately 1.1 miles of oversized sidewalks, curbing, and gutters within city rights-of-way. Sidewalks would include tree wells and trees along with automatic irrigation, asphalt paving, and underground utilities where required. Proposed street striping would include Class II or “Sharrow” bike lane identifications where appropriate to enhance multi-modal travel. The proposed project is bordered by Hickory Street to the north, Ono City Parkway to the south, Parkside Avenue to the east, and Sequoia Avenue to the west. **Figure 1** Overview: shows the project location within the city. Proposed pedestrian pathways would be limited to the rights-of-way of those streets described below and would be constructed in phases as follows:

Phase 1. The east side of Sequoia Avenue, between the existing sidewalk in front of Tulare Works and Hickory Street - **Figure 2**.

Phase 2. The north side of Hickory Street, between the eastern extent of the Roosevelt Elementary School property and Parkside Avenue - **Figure 3**.

Phase 3. The west side of Sequoia Avenue, between the north side of Monte Vista Street and Hickory Street - **Figure 4**.

Phase 4. The south side of Hickory Street, between Sequoia Avenue and Parkside Avenue - **Figure 5**.

Phase 5. The west side of Parkside Avenue, between Ono City Parkway and a point approximating the alignment with the north side of the Whitney Street intersection - **Figure 6**.

Phase 6. The west side of Parkside Avenue, between the point approximating the north side of the Whitney Street intersection and Hickory Street - **Figure 7**.

Phase 7. The east side of Parkside Avenue, between Whitney Street and Monte Vista Street - **Figure 8**.

Phase 8. The east side of Parkside Avenue, between Monte Vista Street and Hickory Street - **Figure 9**.

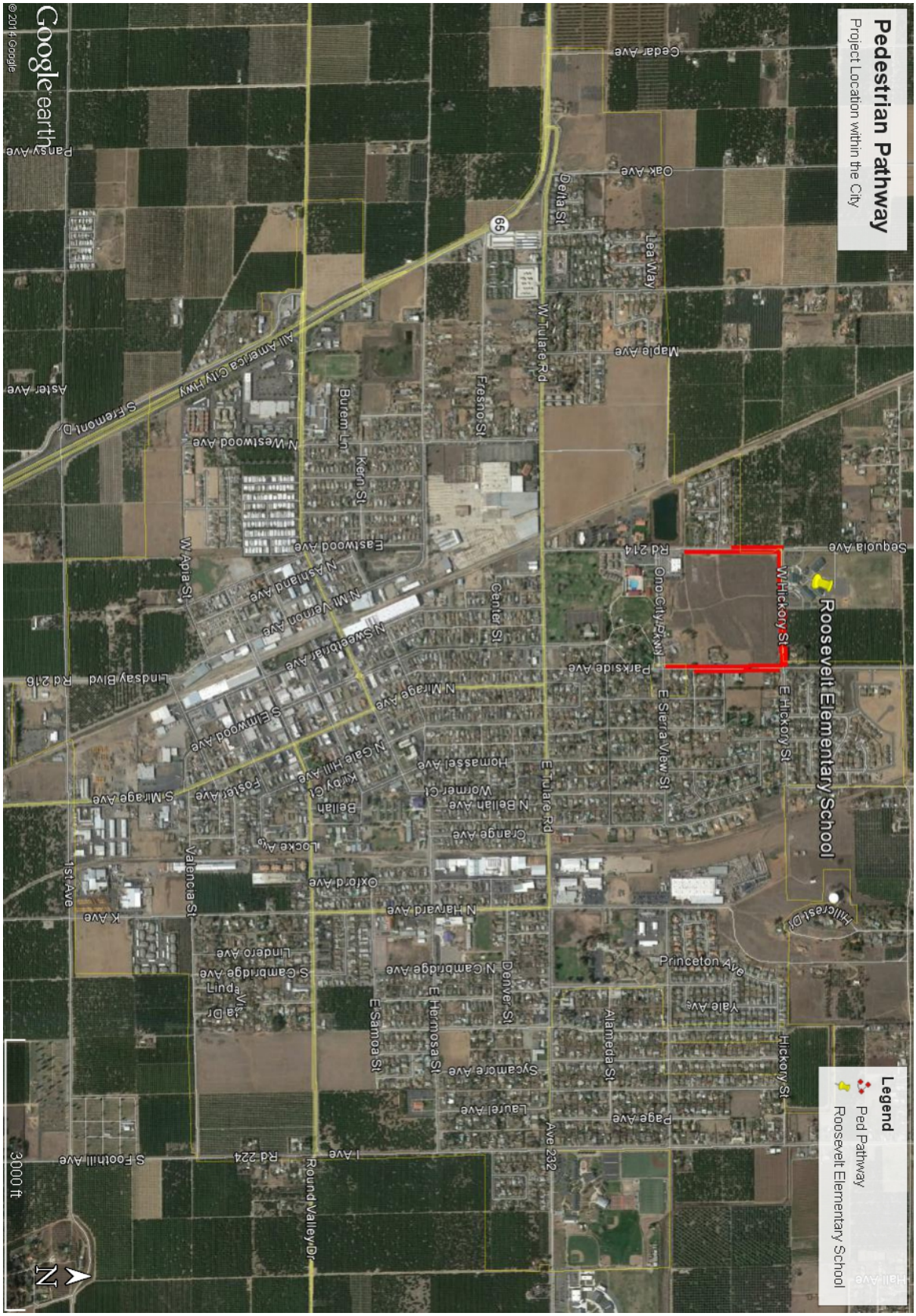

Figure 1 Overview: Project location within City of Lindsay

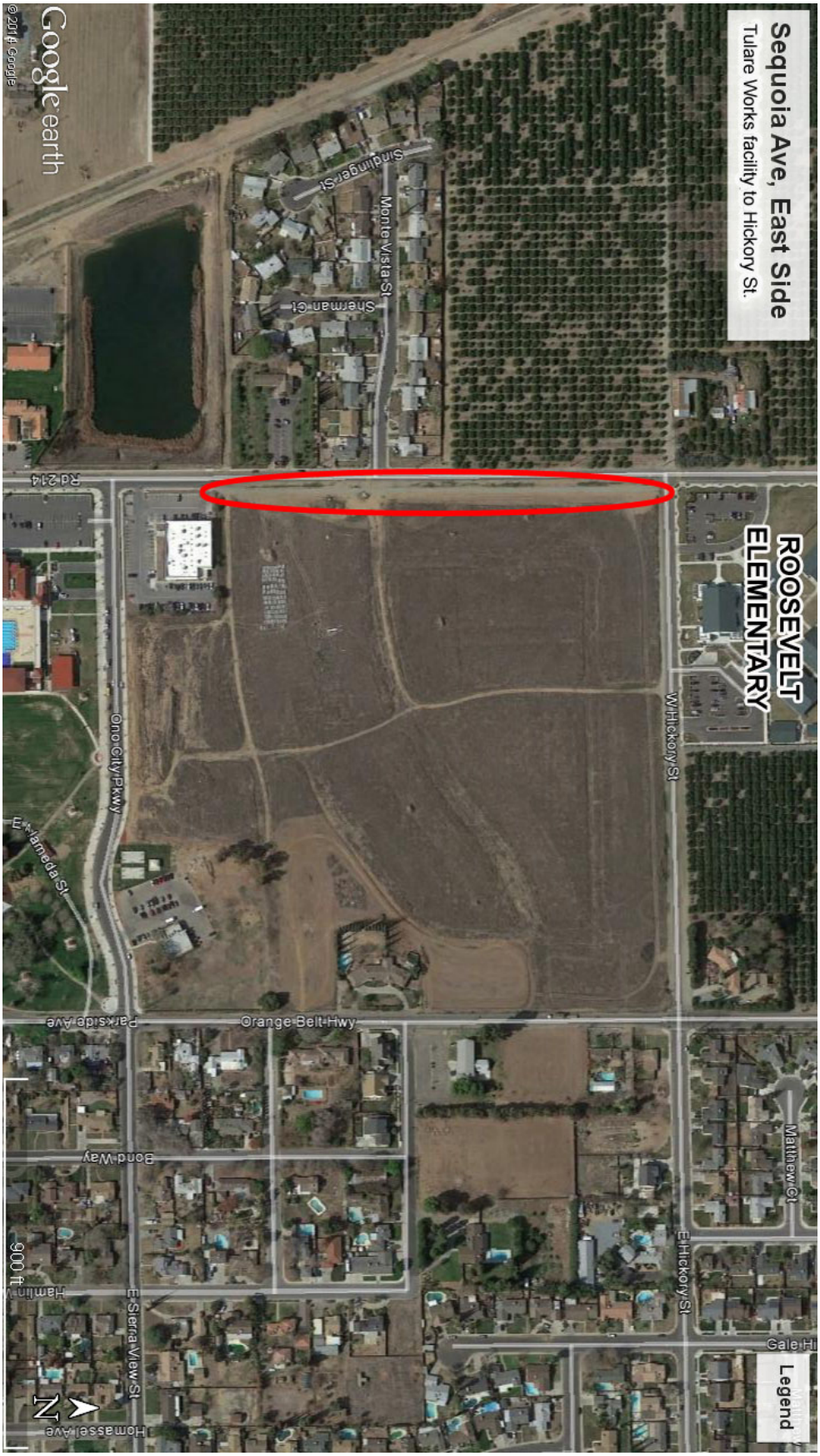

Figure 2 Phase 1: Curb, gutter, and sidewalk along east side of Sequoia Avenue

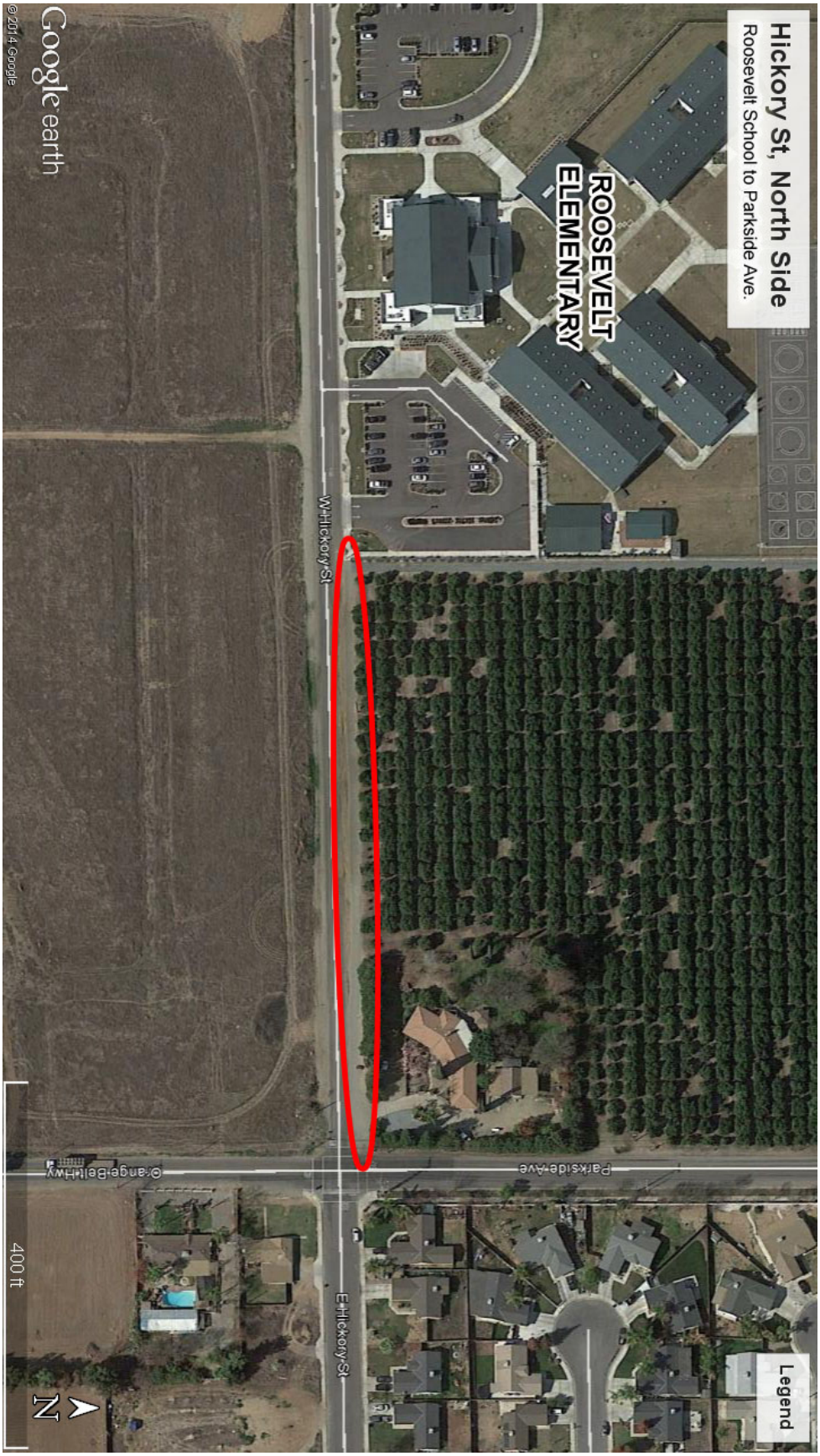

Figure 3 Phase 2: Curb, gutter, and sidewalk along the north side of Hickory Street.

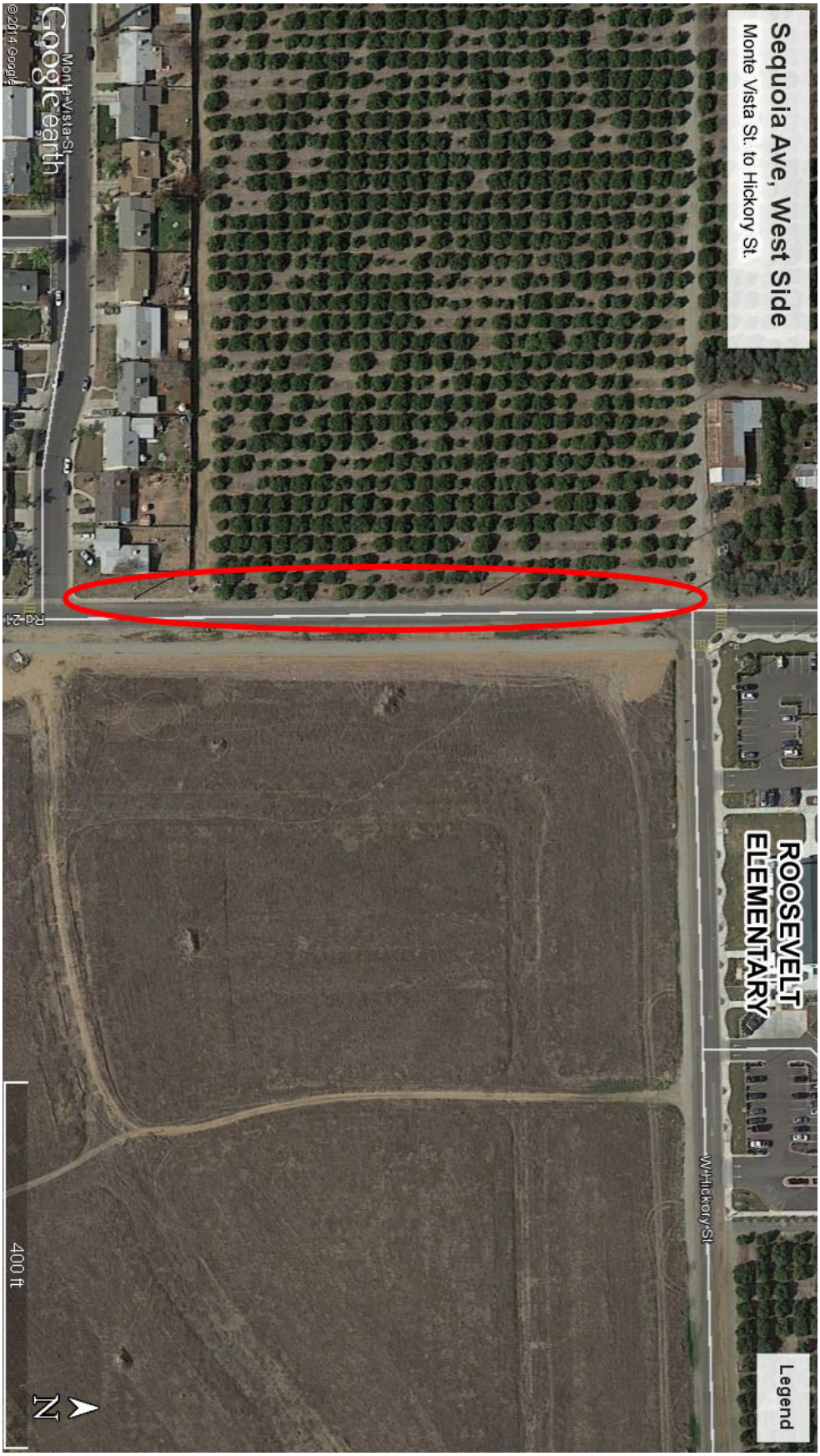

Figure 4 Phase 3: Curb, gutter, and sidewalk along the west side of Sequoia Avenue.

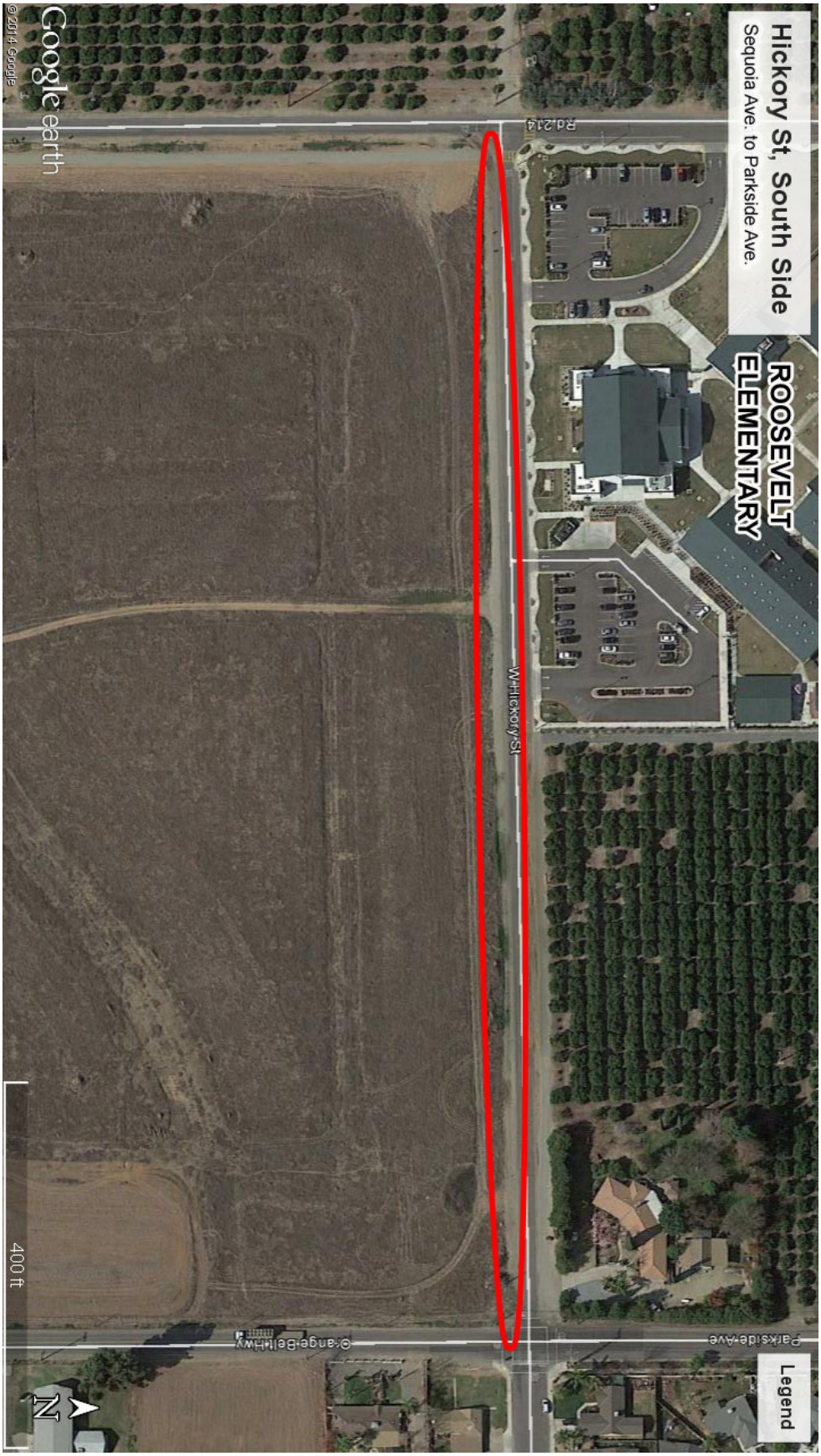

Figure 5 Phase 4: Curb, gutter, and sidewalk along the south side of Hickory Street.

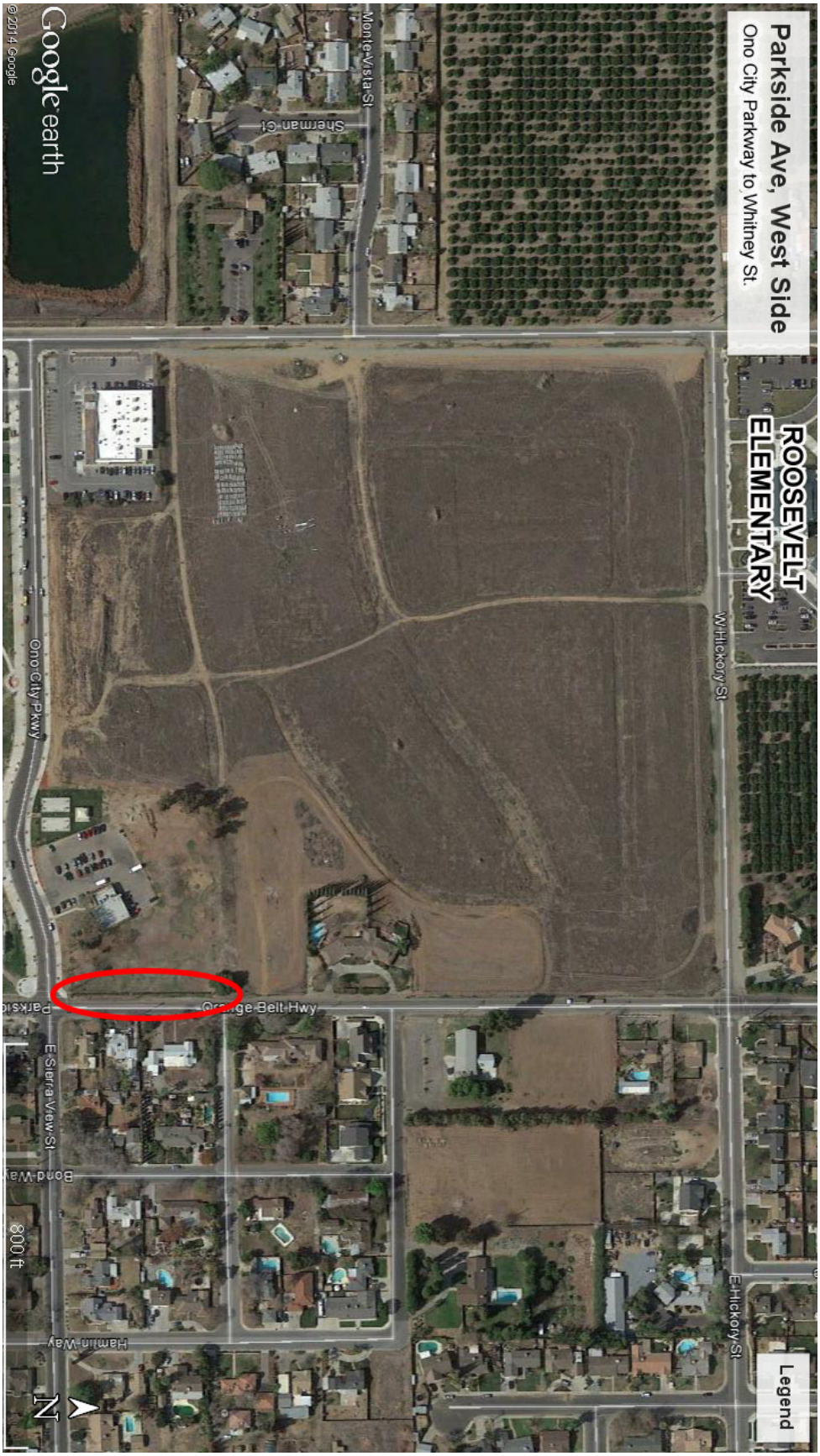

Figure 6 Phase 5: Curb, gutter, and sidewalk along the west side of Parkside Avenue.

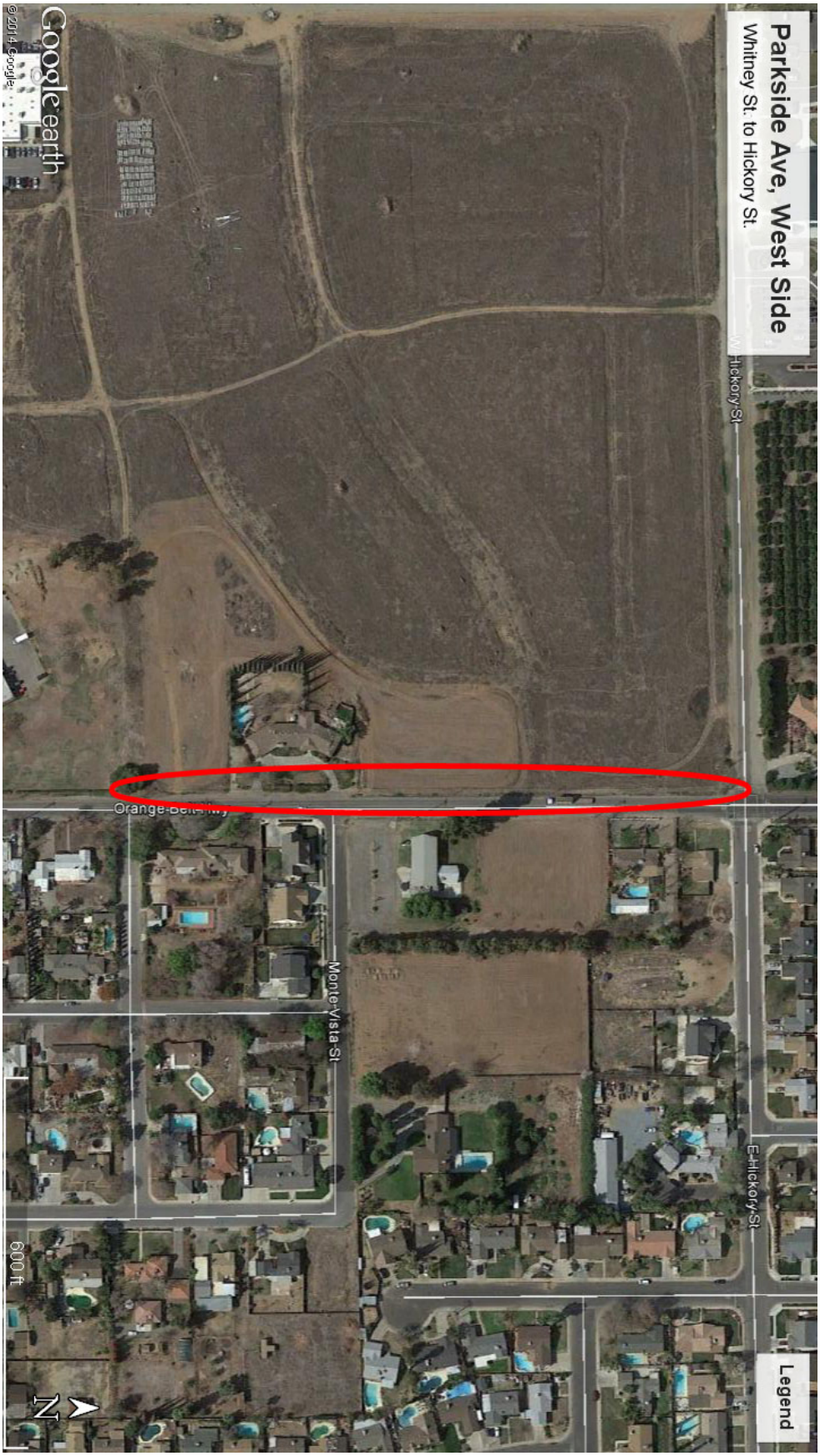

Figure 7 Phase 6: Curb, gutter, and sidewalk along the west side of Parkside Avenue.

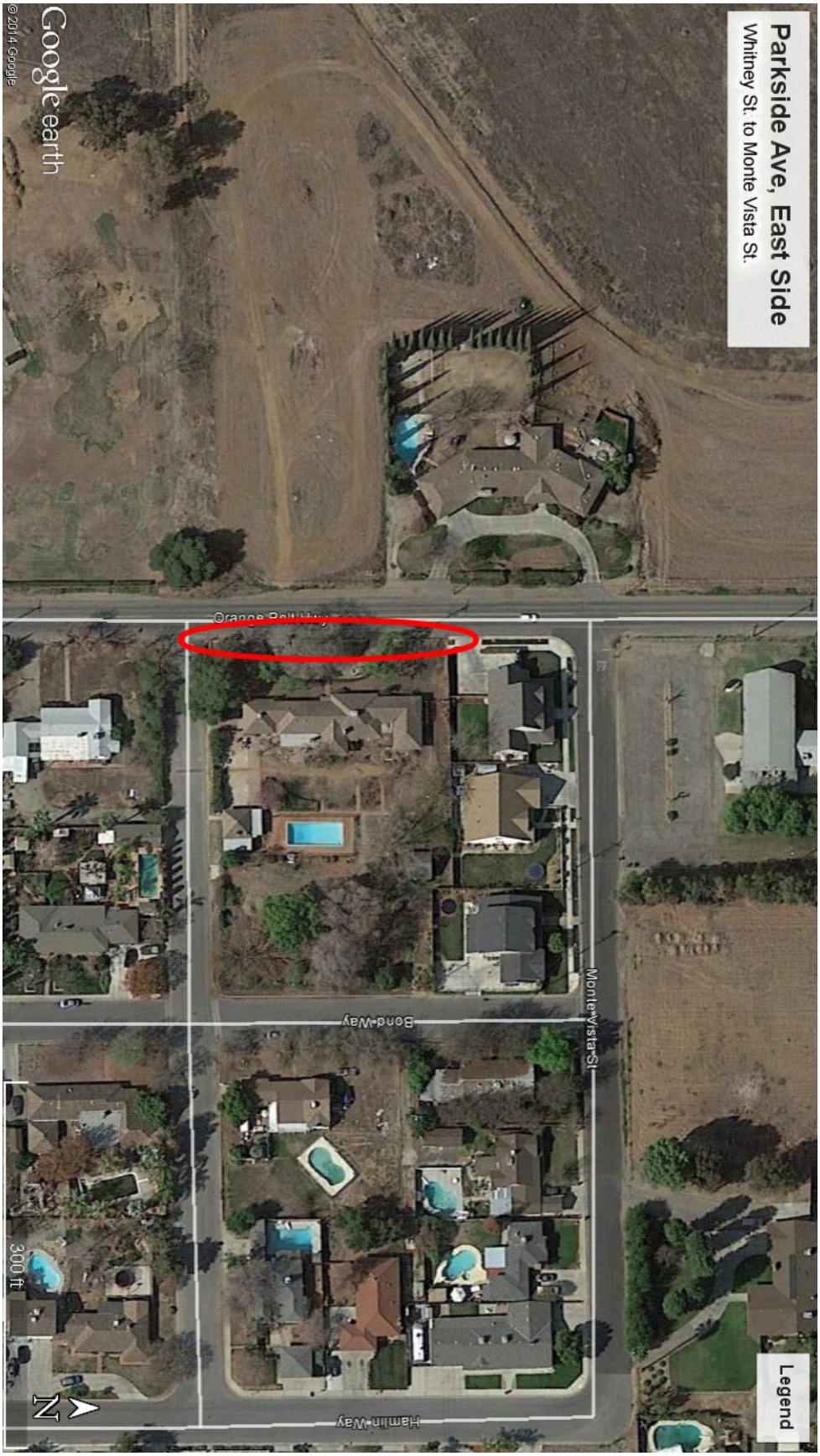

Figure 8 Phase 7: Curb, gutter, and sidewalk along the east side of Parkside Avenue.

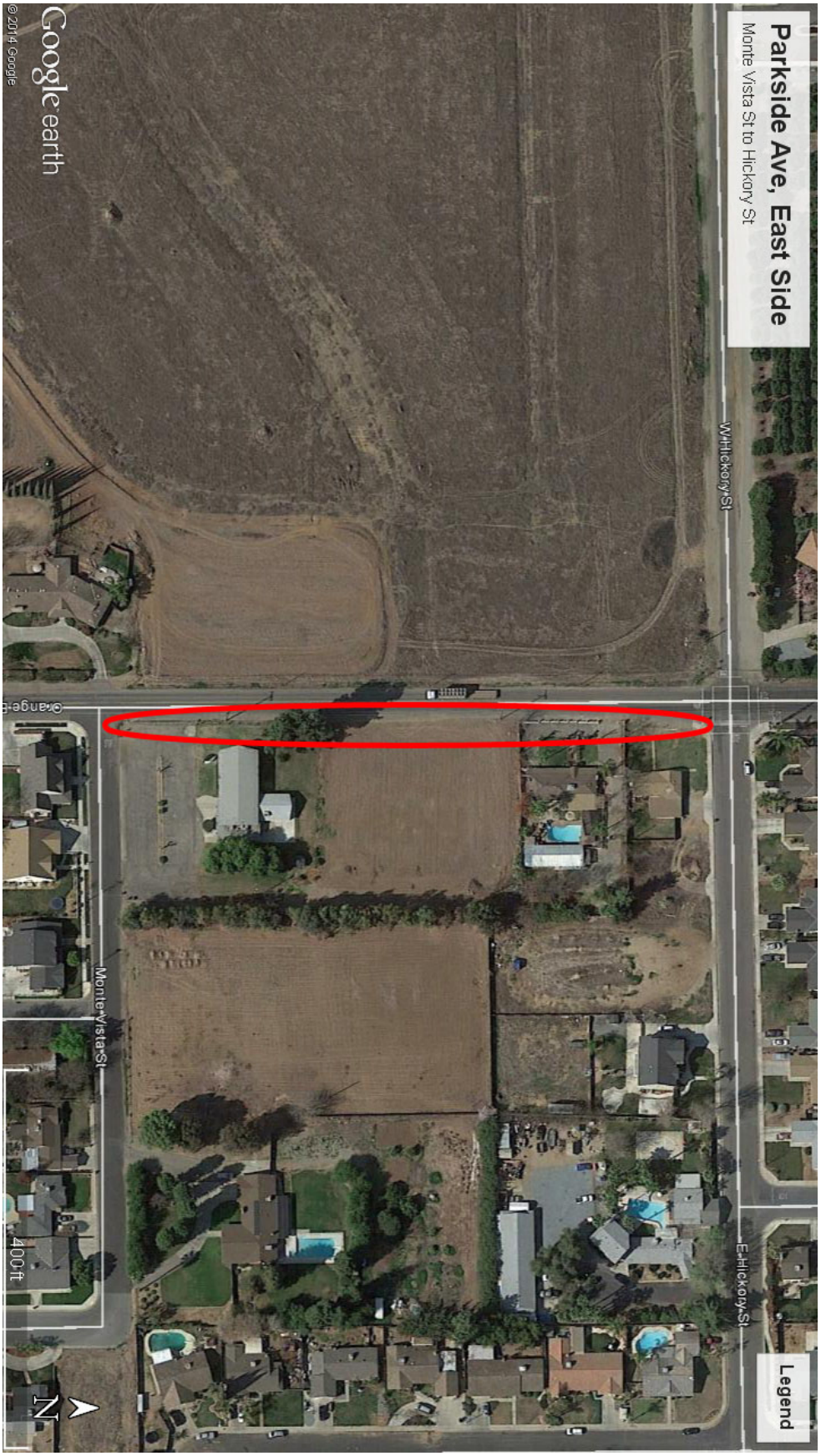

Figure 9 Phase 8: Curb, gutter, and sidewalk along the east side of Parkside Avenue.

3.2

Project Background and Objectives

Background: Roosevelt Elementary School was constructed outside the northern boundary of the Lindsay City Limits in anticipation of student population growth due to planned residential development projects to the east and immediately to the south of the school site. The residential project to the south was intended to provide pedestrian connectivity between the school and both new and established residential neighborhoods. The school was completed in 2012 and the residential development to the east did occur; however, the larger residential development project immediately to the south of the school site was abandoned. The ramifications of this abandoned subdivision project were twofold:

1) Without the student population that this subdivision would have provided the School District was forced to redraw elementary school boundaries to achieve its target population of 450 students at this school site. The boundary was extended southward, toward the city core.

2) With subdivision abandonment sidewalks were never constructed to connect Roosevelt Elementary School to any neighborhood within the city.

School District and city staff conducted several meetings with parents and advocacy groups at the Roosevelt Elementary School site where concerns were expressed regarding the absence of sidewalks. Parents and advocates also addressed the City Council during meetings about the absence of sidewalks, expressing concerns for student safety.

In response, and limited by a very tight budget, the city and school district provided decomposed granite parallel to two roadways in sidewalk fashion as a temporary step to help children travel safely to and from school while a funding source for a permanent solution was sought. The Tulare County Association of Governments (TCAG) has made Measure “R” funds available, which has enabled the city to pursue a permanent solution for pedestrian travel between the school and existing neighborhoods.

Objectives: The primary objective of the proposed project is to provide connectivity between residential neighborhoods within the City of Lindsay and Roosevelt Elementary School for pedestrians and bicyclists to enhance safety and convenience. The proposed projects would involve the design of curb, gutter and oversize sidewalk, tree wells, and trees, along with necessary automatic irrigation system, asphalt paving and underground utilities where required. Proposed street striping, where appropriate, would include Class II or “Sharrow” identifications for bicycle route identification.

3.3

Project Site and Surrounding Uses

The Pedestrian Pathways, Roosevelt Elementary School project would occur within city rights-of-way along arterial and collector streets in north-central Lindsay. The project site is comprised of dirt and is located adjacent to roadways lacking curb, gutter, or street lightning. The project site is bordered by Hickory Street to the north, Ono City Parkway to the south, Parkside Avenue to the east, and Sequoia Avenue to the west.

Surrounding land uses for the project site include:

- North: Roosevelt Elementary School, rural residential, and agricultural (orange grove) use.
- South: Park and wellness use (the City Park, Aquatic Center and Wellness Center).
- East: Single family residential, church, and vacant land use.
- West: Single family residential, medical office, and agricultural (orange grove) use.

3.4 Construction Schedule and Activities

The proposed project includes the construction of sidewalks, curbing, and gutters and would provide for the placement of street trees and irrigation. The project would be constructed entirely at grade, within street rights-of-way. There are no right-of-way or property acquisitions included as part of this proposed project. Construction would include replacement/repair of asphalt road sections, as necessary and include the placement of street lighting where needed. Construction of Phase 1 of the proposed project is anticipated to begin during the school's summer break of 2015 (approximately June), with subsequent project phases to continue during other school breaks to minimize disruption of school activities.

4.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

X	Aesthetics		Agricultural Resources
X	Air Quality		Biological Resources
	Cultural Resources	X	Greenhouse Gases
	Geology and Soils		Hazards
	Hydrology and Water Quality		Land Use and Planning
	Mineral Resources	X	Noise
	Population and Housing		Public Services
	Recreation		Transportation/Circulation
	Utilities and Service Systems		Mandatory Findings of Significance

5.0 DETERMINATION

On the basis of this initial evaluation:

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

Signature: _____ Date: 12/16/2014

William Zigler, Director of Planning and Economic Development
City of Lindsay

6.0 EVALUATION OF ENVIRONMENTAL IMPACTS

This section includes an evaluation of impacts based on the *State CEQA Guidelines* Appendix G Environmental Checklist. Each checklist item is explained in the discussion following the checklist and, if necessary, mitigation measures are provided to reduce impacts to a less than significant level. In accordance with CEQA, all answers take into account the whole of the action, including on- and off-site effects, cumulative and project level; direct and indirect effects, and effects from both construction and operation of any new development.

Each checklist criterion is marked to identify whether there is an environmental impact.

- A “No Impact” response indicates that there is no impact.
- A “Less Than Significant Impact” response means that while there is some impact, the impact is below the threshold of significance defined by the City.
- A “Less Than Significant Impact with Mitigation” response indicates that a new impact has been identified in the course of this analysis and mitigation measures have been provided in this Initial Study to reduce a potentially significant impact to a less than significant level.

If a significant impact is identified that could not be reduced to a less than significant level, the box “Potential Significant Impact” would be checked. According to CEQA, if such an impact were identified, an Initial Study would not be sufficient to approve the project, and an Environmental Impact Report (EIR) would be necessary. No such impacts have been identified in the course of preparing this Initial Study.

6.1 Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	☐	☐	☐	☑
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☑
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☑
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☑	☐

Discussion:

a – c). No impact. There are no designated State Scenic Highways located within or adjacent to the project area. The project site is located near the northern extent of the city's urban development and is generally bordered by citrus groves, residential uses, and vacant land. Views of foothills are currently available from the project site looking north and east. The project involves the installation of curb, gutter, sidewalk, street lighting and other supporting infrastructure within street rights-of-way as discussed above. The site does not have an identified scenic vista, nor is it part of a scenic vista. There are no other identified significant scenic resources on the project site. Since the project area (street rights-of-way) are substantially developed, the visual character of the site and its surroundings will not be degraded.

d). Less than significant impact. As with any urban development the project will require installation of standard street lighting. The project will incorporate standard light shielding measures for street light fixtures to mitigate any potential adverse glare impacts.

6.2 Agricultural Resources

AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☑
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

Discussion:

No impact. The project will be completed within street rights-of-way. The project does not conflict with existing zoning for agricultural use and does not involve other changes in the existing environment related to agricultural or forest uses that have not already been addressed in the existing General Plan.

6.3 Air Quality

AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☑
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☑
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☑	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☑
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☑

Discussion:

a – b) and c – e). No impact. The project is not anticipated to result in significant air quality impacts, including: potential impacts to air quality plans, standards, and violations; criteria pollutants; substantial pollution concentrations; and/or objectionable odors. Specifically, the project in itself would not disrupt implementation of the San Joaquin Valley Unified Air Pollution Control District's air quality plan. The project will not violate an air quality standard or contribute substantially to an existing or projected air quality violation. The project is anticipated to reduce air quality impacts by providing the infrastructure necessary to walk and bicycle to school, thereby reducing local vehicle trips to and from Roosevelt Elementary School.

c). Less than significant impact. The San Joaquin Valley region is currently designated as serious non-attainment for ozone, attainment for PM 10 and nonattainment for PM 2.5. The project site was evaluated in the Lindsay General Plan FEIR for conversion to urban use and subsequent air quality impacts resulting from development. Any land development, including the proposed development, may result in displacement of soil, PM10 emissions, and other air pollutants. In this case the use of heavy equipment, such as graders, pavers, cement mixers, and rollers would be used to prepare the surface and perform paving, which would likely temporarily displace soil. Therefore, <u>the project shall be subject to all applicable mandatory air pollution control measures of the San Joaquin Valley Unified Air Pollution Control District in effect at time of development, including, but not limited to: Regulation VIII (Fugitive PM10 Prohibitions), Regulation VIII (Rules 8011-8081), Rule 4102 (Nuisance), 4103 (Open Burning), Rule 4601 (Architectural Coatings), Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).</u> This mitigation measure will be monitored by the City of Lindsay through the plan check process and construction.

6.4 Biological Resources

BIOLOGICAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☑
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☑
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☑
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☑
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☑

Discussion:

No impact. The project site is located near the northern extent of the city's urban development and is contained within street rights-of-way, which are routinely sprayed or disked for weed control. The project site has no identified biological resources that would be impacted by the parameters of this project. The project would not conflict with any local policies or ordinances protecting biological resources, since there are no such policies or ordinances. The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, since none apply to the project area.

6.5 Cultural Resources

CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☑
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☑
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☑
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☑

Discussion:

No impact. The project would have no impact on identified cultural resources. The project site has no known paleontological, archaeological, historical, unique ethnic cultural, religious, or sacred significance or value.

6.6 Geology and Soils

GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☑
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☑
ii) Strong seismic ground shaking?	☐	☐	☐	☑
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☑
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☑
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☑
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☑

GEOLOGY AND SOILS (cont): Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑

Discussion:

No impact. The project will consist of installing ground-level flatwork (curb, gutter, and sidewalk), street lights, and supporting infrastructure. The project will not expose people or structures to potential substantial adverse effects involving the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides.

The site is level and surrounded by other similarly situated properties. The project will not result in soil erosion or the substantial loss of topsoil. The site has no significant topographical or geologic features which would contribute to adverse geologic or soil impacts associated with this project. The project could involve minor excavation and grading and may include the use of fill; however, these actions are not anticipated to be substantial or to have the potential for a significant impact on site geology or soils.

6.7 Greenhouse Gas Emissions

GREENHOUSE GAS EMISSIONS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☑

Discussion:

Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in in the atmosphere and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that there is a direct link between increased emission of GHGs and long-term global temperature. What GHGs have in common is that they allow sunlight to enter the atmosphere, but trap a portion of the outward-bound infrared radiation and warm up the air. The process is similar to the effect greenhouses have in raising the internal temperature, hence the name greenhouse gases. Both natural processes and human activities emit GHGs. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature; however, emissions from human activities such as electricity generation and motor vehicle operations have elevated the concentration of GHGs in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and contributed to global climate change.

The principal GHGs are carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), sulfur hexafluoride (SF6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H2O). CO2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for

the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO2 equivalents (CO2e).

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of GHG would be progressively reduced, as follows:

- By 2010, reduce greenhouse gas emission to 2000 levels;
- By 2020, reduce greenhouse gas emission to 1990 levels; and
- By 2050, reduce greenhouse gas emissions to 80 percent below 1990 levels.

In response to Executive Order S-3-05, the Secretary of Cal/EPA created the Climate Action Team (CAT), which, in March 2006, published the Climate Action Team Report to Governor Schwarzenegger and the Legislature (2006 CAT Report). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce climate change greenhouse gas emissions. These are strategies that could be implemented by various state agencies to ensure that the Governor's targets are met and can be met with existing authority of the state agencies.

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Section 38500, et seq., or AB 32), which requires the California Air Resources Board (ARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020.

As a central requirement of AB 32, the ARB was assigned the task of developing a Climate Change Scoping Plan that outlines the state's strategy to achieve the 2020 GHG emissions limits. This Scoping Plan, which was developed by the ARB in coordination with the CAT, includes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the state's dependence on oil, diversify the state's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the state's emissions. Additional key recommendations of the Scoping Plan include strategies to enhance and expand proven cost-saving energy efficiency programs; implementation of California's clean cars standards; increases in the amount of clean and renewable energy used to power the state; and implementation of a low-carbon fuel standard that will make the fuels used in the state cleaner. Furthermore, the Scoping Plan also proposes full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emission from trucks and from ships docked in California ports. The Climate Change Scoping Plan was approved by the ARB on December 22, 2008. According to the September 23, 2010 AB 32 Climate Change Scoping Plan Progress Report, 40 percent of the reductions identified in the Scoping Plan have been secured through ARB actions and California is on track to its 2020 goal.

Although not originally intended to reduce GHGs, California Code of Regulations (CCR) Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended with recognition that energy-efficient buildings require less electricity and reduce fuel consumption, which in turn decreased GHG emissions. The current 2010 Tile 24 standards were adopted to respond, amongst other reasons, to the requirements of AB 32. Specifically, new development projects within California after January 1, 2011 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11).

a). – Less than significant impact. The proposed project would result in short-term emissions of GHGs during construction. These emissions, primarily carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O), are the result of fuel combustion by construction equipment and motor vehicles. The other primary GHGs (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) are typically associated with specific industrial sources and are not expected to be emitted by the proposed project. As described in

the air quality section, the use of heavy-duty construction equipment would be very limited. Therefore the emissions of CO2 from construction would be minimal.

b). – No impact. The objective of the Pedestrian Pathways project is to REDUCE Greenhouse Gas emissions related to transporting children to and from school by providing safe and efficient pedestrian paths and bicycle lanes. The completion of the Pedestrian Pathways project will provide opportunities to dramatically reduce vehicle miles traveled related to school trips. The City of Lindsay has included a good faith effort in order to provide the public and decision-makers as much information as possible about the project. The City of Lindsay does remain firmly committed to implementing measures to help reduce the potential effects of the project.

6.8 Hazards and Hazardous Materials

HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☑
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☑
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☑
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☑

Discussion:

No impact. The project does not involve the use, disposal, or transport of hazardous materials. The project site is not known to be included in a hazardous materials site list. The project site is not located near a public use airport, and is not within areas of potential hazard created by existing public use airports. The project site is well-served by existing arterial and collector roads, and therefore would not impede emergency access required for emergency response and evacuation plans. Finally, the project site is not in an area identified for wildland fire hazards.

6.9 Hydrology and Water Quality

HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☑
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☑
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☑
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☑
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☑
f) Otherwise substantially degrade water quality?	☐	☐	☐	☑
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☑
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☑
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☑
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☑

Discussion:

No impact. The project would not substantially deplete groundwater supplies in the project vicinity, alter the existing drainage pattern, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The project would not otherwise substantially degrade water quality.

The site elevation varies between 370 and 376 feet above sea level, in Flood Zone X (not a special flood hazard area), per FIRM community panel number 060406-1305-E, dated June 2009. The project site is located downstream equidistant to Lake Kaweah and Lake Success.

Dam structure improvements to the Lake Kaweah dam raised the potential holding capacity at the lake by 21 feet. The dam at Lake Success has been undergoing a lengthy safety evaluation by the Army Corps of Engineers and the lake volume has been dramatically reduced during this period to ensure regional safety. The improvements at Lake Kaweah and cautionary measures taken at Lake Success should

greatly reduce the potential of downstream flooding due to peak storm events. In the unlikely event of dam breach, floodwaters from either lake could potentially reach the Lindsay area. The project would not result in exposure of people or structures to a significant risk of loss, injury or death involving flooding resulting from a dam or levee breach, compared other areas in the Lindsay General Plan. The project site is not located in an area subject to seiche, tsunami, or mudflow hazards.

6.10 Land Use and Planning

LAND USE AND PLANNING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☑
b)Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☑
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☑

Discussion:

No impact. The project would not physically divide an established community, nor conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating environmental effects. There is no known habitat conservation plan or natural community conservation plan that includes the project site, so the project would therefore have no impact on such plans.

6.11 Mineral Resources

MINERAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☑

Discussion:

No impact. There are no known mineral resources or mineral resource recovery sites on or adjacent to the project site. The project will have no impact on mineral resources.

6.12 Noise

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

Discussion:

a – c) and e – f). No Impact. The project would not expose persons to generation of noise levels in excess of standards. The project would not expose persons to the generation of ground-borne vibrations or ground-borne noise. The project would not create a substantial permanent increase in ambient noise levels. The project would likely have the effect of lessening noise as more students could walk or ride bicycles to and from school, effectively lessening trips by motor vehicles and the resultant noise from those vehicles. The project is not within an airport land use plan, within two miles of an airport, nor is the project within the vicinity of a private airstrip.

d). Less than significant. Noise temporarily generated during the project related to the operation of construction equipment could increase noise to above ambient levels, but would likely be similar to that generated by passing motor vehicles and that generated by nearby agricultural equipment. Construction related noise shall be monitored to ensure it conforms to the city's noise ordinance (Lindsay Municipal Code, Chapter 8.20).

6.13 Population and Housing

POPULATION AND HOUSING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☑
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

Discussion:

No impact. The project would not induce substantial population growth in an area, either directly or indirectly, nor would it displace substantial numbers of existing housing, nor would it displace substantial numbers of people.

6.14 Public Services

PUBLIC SERVICES:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☐	☑
Fire protection?	☐	☐	☐	☑
Police protection?	☐	☐	☐	☑
Schools?	☐	☐	☐	☑
Parks?	☐	☐	☐	☑
Other public facilities?	☐	☐	☐	☑

Discussion:

No impact. The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, nor create a need for new or physically altered governmental facilities. The project would not result in an increased need for fire protection, police protection, schools, or parks.

6.15 Recreation

RECREATION:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☑
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☑

Discussion:

No impact. While the project would improve pedestrian access to park facilities, the project would not cause substantial or accelerated physical deterioration of park facilities. The project does not include recreational facilities.

6.16 Transportation/Traffic

TRANSPORTATION/TRAFFIC: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☑
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☑
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☑
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☑
e) Result in inadequate emergency access?	☐	☐	☐	☑
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☑

Discussion:

No impact. The project would not cause an increase in traffic and would in fact likely cause a decrease in traffic. The project would not exceed, either individually or cumulatively, a level of service standard

established by the county congestion management agency for designated roads or highways. The project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location. The project would not substantially increase hazards due to a design feature or incompatible uses. The project would not result in inadequate emergency access. The project would not result in inadequate parking capacity. The project would not conflict with adopted policies, plans, or programs supporting alternative transportation, but would rather support alternative transportation.

6.17 Utilities and Service Systems

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

Discussion:

No impact. The project would not impact wastewater treatment, nor would it require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, nor would it require or result in the construction of new storm water drainage facilities or expansion of existing facilities, nor would it significantly impact water supplies, nor would it impact the capacity of the local wastewater treatment facility, nor would it impact a landfill other than the possible disposal of minor construction related materials. The project would comply with federal, state, and local statutes and regulations related to solid waste.

7.0 MANDATORY FINDINGS OF SIGNIFICANCE

MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☑
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☑
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☑

Discussion:

No impact. The project does not have the potential to degrade the quality of the environment, nor substantially reduce the habitat of a fish or wildlife species, nor cause a fish or wildlife population to drop below self-sustaining levels, nor threaten to eliminate a plant or animal community, nor reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. The project does not have impacts that are individually limited, but cumulatively considerable. The project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

8.0 MITIGATION MEASURES

The following mitigation measures are identified for the proposed project.

Aesthetics

AE 1: The project will incorporate standard light shielding measures for street light fixtures to mitigate any potential adverse glare impacts.

Air Quality

AQ 1: The project shall be subject to all applicable mandatory air pollution control measures of the San Joaquin Valley Unified Air Pollution Control District in effect at time of development, including, but not limited to: Regulation VIII (Fugitive PM10 Prohibitions), Regulation VIII (Rules 8011-8081), Rule 4102 (Nuisance), 4103 (Open Burning), Rule 4601 (Architectural Coatings), Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

Noise

NO 1: Construction related noise shall be monitored to ensure it conforms to the city's noise ordinance (Lindsay Municipal Code, Chapter 8.20).

9.0 REFERENCES

City of Lindsay Municipal Code, Title 18: Zoning
City of Lindsay Municipal Code, Chapter 8.20: Noise Control