

Lindsay City Council Agenda
Regular Meeting
Council Chambers at City Hall
251 E. Honolulu, Lindsay, California
Tuesday, August 9, 2016 at 6:00PM

1. a) Call to Order: 6:00 p.m.
b) Roll Call: Council members Salinas, Kimball, Mayor Pro Tem Sanchez, Mayor Padilla.
c) Flag Salute: Mayor Pro Tem SANCHEZ.
d) Invocation:

 2. Public Comment: The public is invited to comment on any subject under the jurisdiction of the Lindsay City Council, including agenda items, other than noticed public hearings. Comments shall be limited to (3) minutes per person, with 30 minutes overall for the entire comment period, unless otherwise indicated by the Mayor.

 3. EXECUTIVE SESSION.
Conference with Labor Negotiators (§54957.6)
Agency designated representatives: Mayor Padilla & Councilman Salinas.
Unrepresented employee: City Manager.

 4. DISCUSSION & POSSIBLE APPROVAL OF EMPLOYMENT AGREEMENT WITH WILLIAM ZIGLER AS CITY MANAGER. (WILL BE PROVIDED AT THE MEETING)
Presented by Mario Zamora, Lindsay City Attorney.

 5. ACTIONS TO SELECT & APPOINT NEW CITY COUNCIL MEMBER.
a) Selection of new City Council Member to fill current vacancy.
b) Oath & Appointment for New City Council Member
Conducted by City Clerk.

 6. COUNCIL REPORTS.
Presented by Council members.

 7. STAFF REPORTS.
Presented by Bill Zigler, Interim City Manager.

 8. Consent Calendar: These items are considered routine and will be enacted by one motion, unless separate discussion is requested by Council or members of the public.
Request for approval of the following: (pg.1-9)
a) Meeting Minutes for July 26th, 2016.
b) Warrant List for July 28th, 2016.
c) Accept Treasurer's Report for July 31, 2016

 9. CONSIDERATION OF RESOLUTION 16-36 APPROVING SITE PLAN REVIEW 16-26, SUBWAY RESTAURANT PROJECT. (pg. 10-95)
Presented by Bill Zigler, Interim City Manager.

 10. CONSIDERATION OF RESOLUTION 16-37 DECLARING THE WELL15 UPGRADE PROJECT AN EMERGENCY. (pg. 96-98)
Presented by Mike Camarena, City Services Director.

 11. SALES TAX REVENUE POSSIBILITIES. (INFORMATION ONLY)
Presented by Justin Poore, Finance Director.

 12. REFRESHER TRAINING ON BROWN ACT OPEN MEETING LAW.
Presented by Mario Zamora, Lindsay City Attorney.

 13. ADJOURN. The next Regular meeting is scheduled for **TUESDAY, August 23, 2016 at 6:00 PM** in the Council Chambers at City Hall, 251 E. Honolulu, Lindsay, CA 93247.
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Materials related to an Agenda item submitted to the legislative body after distribution of the Agenda Packet are available for public inspection in the office of the City Clerk during normal business hours. Complete agenda is available at www.lindsay.ca.us In compliance with the Americans with Disabilities Act & Ralph M. Brown Act, if you need special assistance to participate in this meeting, or to be able to access this agenda and documents in the agenda packet, please contact the office of the City Clerk at (559) 562-7102 ext 8031. Notification 48 hours prior to the meeting will enable the City to ensure accessibility to this meeting and/or provision of an alternative format of the agenda and documents in the agenda packet.

Lindsay City Council Meeting Minutes

Pg. 8201

Regular Meeting
251 East Honolulu, Lindsay, California
Tuesday, July 26, 2016
6:00 P.M.

CALL TO ORDER.

Mayor Pro Tem SANCHEZ called the Regular Meeting of the Lindsay City Council to order at 6:00 p.m. in the Council Chambers at City Hall, 251 E. Honolulu, Lindsay, and California.

COUNCIL PRESENT: SALINAS, KIMBALL, Mayor Pro Tem SANCHEZ.

COUNCIL ABSENT: Mayor PADILLA, provided prior notice.

FLAG SALUTE: Councilmember KIMBALL.

PUBLIC COMMENT:

Isabel Arroyo-commented on El Quinto Sol's request for support on Healthy Kids Zone Campaign. Copies of the original request letter were handed out to Council and provided for the public. She also invited Council and all present to attend the end of summer program 7pm at the Farmers Market this Friday and enjoy Folkloric Dancers and see craft projects made by the kids.

Irma Arroyo-passed around craft projects done by Plainview children for Council and the public noting these projects were done entirely with recycled materials. She commented this is an 8-week program and is free to the kids.

Eric Sinclair-commented he will be running for a City Council seat again and hopes to make some changes.

COUNCIL REPORTS

Council member KIMBALL-reported there was no TCAG meeting this month but she will be participating in an adhoc committee for annual evaluation of TCAG and the executive director.

Council member SALINAS-had nothing to report.

Mayor Pro Tem SANCHEZ-had nothing to report.

STAFF REPORT

Interim City Manager Bill Zigler reported on the following:

Belated congratulations to Mario Zamora on the birth of his son born in early June

Clarified information in recent editorial regarding the Interim Manager in the Porterville Recorder

Brown Act Training scheduled for Aug. 9th meeting

2-applications for the vacant Council position have been received

2 filings for the November election have been submitted at the County Elections Office

Aug. 2nd is the last day to submit Letter of Interest & Resume, for the vacant seat, to the City Clerk

Letter of Award from HCD for \$330,275.00 in HRPP funds to be used at Kaku Park & the Olive Bowl

Repair on West side of Honolulu & Harvard intersection was completed last week

Update on McDermont & Wellness Center activities

Lindsay's Finest Annual Car Show set for Sept. 4th

SCE working with Wellness Center on power needs for pool pump

Officer Andrew Robinson has rejoined Public Safety, happy to have another trained officer on the street

CONSENT CALENDAR:

a) Meeting Minutes for July 12th, 2016.

b) Warrant List for July 5th, 15th & 18th, 2016.

c) 2016 Contract Year Unreleased Restoration Flow Agreement
#16-WC-20-4868.

d) 2016 Contract Year Unreleased Restoration Flow Tier 2 Agreement
#16-WC-20-4907.

e) Police Firing Range Contract for 2016/17.

Mayor Pro Tem SANCHEZ asked what action Council would like to take on these items.

Council member KIMBALL requested clarification on items "C" and "D".

Interim City Manager explained the attached resolutions authorize the Mayor to sign the contracts related to the Unreleased Restoration Flow.

Legal Counsel advised those items be removed from the Consent Calendar and taken up separately.

CONSENT CALENDAR: continued

Mayor Pro Tem SANCHEZ asked what action Council would like to take on items "A", "B" and "E".

ACTION:

On Motion by KIMBALL and Second by SALINAS, the Lindsay City Council approved items "A", "B" and "E" and removed items "C" and "D" for separate discussion.

AYES: KIMBALL, SALINAS, SANCHEZ.
NOES: None.
ABSENT: PADILLA.

Mayor Pro Tem SANCHEZ announced, Motion passed, 3-0. She then asked if separate discussion on items "C" and "D" was needed.

Legal Counsel stated discussion was not needed but instructed Council to vote on Resolution 16-34 then Resolution 16-35.

Council member SALINAS asked if both resolutions could be addressed at once.

Legal Council stated they could be done together if both resolutions were included in the Motion.

ACTION:

On Motion by SALINAS and Second by KIMBALL, the Lindsay City Council approved Resolution 16-34 & Resolution 16-35 regarding Unreleased Restoration Flow Agreements #16-WC-20-4868 & #16-WC-20-4907 respectfully.

AYES: SALINAS, KIMBALL, SANCHEZ.
NOES: None.
ABSENT: PADILLA.

Mayor Pro Tem SANCHEZ announced, Motion passed, 3-0. With no further business, she asked for a motion to adjourn the meeting.

ADJOURN. Upon motion by **SALINAS** and Second by **KIMBALL**, Mayor Pro Tem SANCHEZ adjourned the Meeting of the Lindsay City Council at 6:17 pm. The next Regular City Council Meeting is scheduled for **Tuesday, August 9, 2016 at 6PM** in the Council Chambers at City Hall, 251 E. Honolulu, Lindsay, CA 93247.

ATTEST:

CITY COUNCIL OF THE CITY OF LINDSAY

Carmela Wilson, City Clerk

Ramona Villarreal-Padilla, Mayor
By Mayor Pro Tem Sanchez

CITY OF LINDSAY ORGANIZATIONAL CHART FOR 2016-2017

FUND /DEPT	TITLE/DESCRIPTION		
1014010	CITY COUNCIL		
1014040	CITY MANAGER		
1014050	FINANCE		
1014060	CITY ATTORNEY		
1014090	NON-DEPARTMENTAL		
1014110	PUBLIC SAFETY		
1014120	PUBLIC WORKS DEPT.		
1014130	STREETS		
1014210	PARKS		
1024111	ASSET FORFEITURE		RESTRICTED FUND
2614160	GAS TAX-MAINTENANCE		RESTRICTED FUND
2634180	TRANSPORTATION		RESTRICTED FUND
2644190	TRANSIT FUND		RESTRICTED FUND
3004300	MCDERMONT OPERATION		ENTERPRISE FUND
4004400	WELLNESS CENTER/AQUATIC		ENTERPRISE FUND
5524552	WATER		ENTERPRISE FUND
5534553	SEWER		ENTERPRISE FUND
5544554	REFUSE		ENTERPRISE FUND
5564556	LAND APPLICATION		SPECIAL REVENUE FUND
600	CAPITAL IMPROVEMENT FUND		ISF
8414140	CURB & GUTTER		SPECIAL REVENUE FUND
856	STORM DRAIN SYSTEM		SPECIAL REVENUE FUND
857	DOMESTIC WASTEWATER		SPECIAL REVENUE FUND
660	SUCCESSOR AGENCY FUND - RDA		
662	SUCCESSOR AGENCY FUND - LMI		
ASSESSMENT DISTRICTS:			
8834883	SIERRA VIEW	8884888	PARKSIDE ESTATES
8844884	HERITAGE PARK	8894889	SIERRA VISTA
8854885	INGOLDSBY	8904890	MAPLE VALLEY
8864886	SAMOA STREET	8914891	PELOUS RANCH
8874887	SWEETBRIER UNITS		
HOUSING AND COMMUNITY DEVELOPMENT:			
7004700	CDBG REVOLVING LN FUND		
7204720	HOME REVOLVING LN FUND		
779	IMPOUND ACCOUNT		

NOTE: All payments using the object code of 200: EXAMPLE XXX-200-XXX are Liability accounts for monies collected from other sources - i.e. payroll deductions, deposits, impounds, etc - and are not Expenses to City

WARRANT LIST 8/9/16

CHECK #	DATE	VENDOR #	VENDOR	FUND	ACCOUNT	DESCRIPTION	AMOUNT
87105	7/28/16	4924	ADVANTAGE ANSWERING PLUS	101-4120	033-001	2672007012016	\$55.73
87105	7/28/16	4924	ADVANTAGE ANSWERING PLUS	552-4552	033-001	2672007012016	\$55.73
87105	7/28/16	4924	ADVANTAGE ANSWERING PLUS	553-4553	033-001	2672007012016	\$55.74
87105	7/28/16	4924	ADVANTAGE ANSWERING PLUS	101-4090	037-018	2672007012016-LATE FEE	\$10.00
87106	7/28/16	1374	ALLSTATE INSURANCE COMPANY	779	200-351	GUARDADO #027590670	\$706.00
87099	7/28/16	4908	AMERITAS	101	200-260	DIVISION 1	\$765.56
87099	7/28/16	4908	AMERITAS	101	200-260	DIVISION 2	\$2,911.36
87100	7/28/16	2047	BLUE SHIELD	101	200-260	JULY 2016	\$65,343.22
87108	7/28/16	3056	CALIFORNIA TURF EQUIP. & SUPPLY	883-4883	036-007	295416	\$28.77
87108	7/28/16	3056	CALIFORNIA TURF EQUIP. & SUPPLY	888-4888	036-007	296747	\$28.77
87108	7/28/16	3056	CALIFORNIA TURF EQUIP. & SUPPLY	891-4891	036-007	296748	\$28.77
87108	7/28/16	3056	CALIFORNIA TURF EQUIP. & SUPPLY	884-4884	036-007	297795	\$28.77
87108	7/28/16	3056	CALIFORNIA TURF EQUIP. & SUPPLY	887-4887	036-007	297797	\$28.77
87108	7/28/16	3056	CALIFORNIA TURF EQUIP. & SUPPLY	886-4886	036-007	299530	\$28.77
87108	7/28/16	3056	CALIFORNIA TURF EQUIP. & SUPPLY	889-4889	036-007	299530	\$28.77
87108	7/28/16	3056	CALIFORNIA TURF EQUIP. & SUPPLY	890-4890	036-007	299530	\$28.77
87108	7/28/16	3056	CALIFORNIA TURF EQUIP. & SUPPLY	101-4210	036-007	299530	\$345.24
87107	7/28/16	4203	CEMEX	600-4775	064-002	9433601085	\$422.57
87109	7/28/16	076	CENTRAL VALLEY BUSINESS FORMS	101-4120	022-000	198815	\$290.28
87109	7/28/16	076	CENTRAL VALLEY BUSINESS FORMS	101-4120	022-000	198672	\$229.58
87110	7/28/16	5741	CUMMINS PACIFIC	553-4553	037-000	022-65765	\$387.00
87111	7/28/16	3733	DIRECTV	400-4400	033-001	059208625	\$156.74
87112	7/28/16	4460	EVANS FEED AND LIVESTOCK SUPPLY	101-4110	066-017	453043	\$50.85
87113	7/28/16	3461	FERGUSON ENTERPRISES INC 1423	552-4552	022-000	1183713-1	\$286.21
87114	7/28/16	137	FRIANT WATER AUTHORITY	101-4090	037-018	110027-F.C.	\$26.80
87115	7/28/16	5647	GRISWOLD,LASALLA,COBB,DOWD&GIN	101-4060	031-000	22752.104	\$8.83
87115	7/28/16	5647	GRISWOLD,LASALLA,COBB,DOWD&GIN	101-4060	031-000	22752.002	\$146.25
87115	7/28/16	5647	GRISWOLD,LASALLA,COBB,DOWD&GIN	101-4060	031-000	22752.012	\$243.75
87115	7/28/16	5647	GRISWOLD,LASALLA,COBB,DOWD&GIN	101-4060	031-000	22752.004	\$743.75
87115	7/28/16	5647	GRISWOLD,LASALLA,COBB,DOWD&GIN	101-4060	031-000	22752.003	\$937.65
87116	7/28/16	1391	HOME DEPOT	101-4120	022-000	2570879	\$70.50
87116	7/28/16	1391	HOME DEPOT	101-4210	022-000	2570879	\$177.93

WARRANT LIST 8/9/16

CHECK #	DATE	VENDOR #	VENDOR	FUND	ACCOUNT	DESCRIPTION	AMOUNT
87116	7/28/16	1391	HOME DEPOT	101-4120	022-000	0020170	\$101.66
87116	7/28/16	1391	HOME DEPOT	883-4883	022-000	0020171	\$10.55
87116	7/28/16	1391	HOME DEPOT	888-4888	022-000	0020171	\$10.55
87116	7/28/16	1391	HOME DEPOT	891-4891	022-000	0020171	\$10.55
87116	7/28/16	1391	HOME DEPOT	884-4884	022-000	0020171	\$10.55
87116	7/28/16	1391	HOME DEPOT	887-4887	022-000	0020171	\$10.55
87116	7/28/16	1391	HOME DEPOT	886-4886	022-000	0020171	\$10.55
87116	7/28/16	1391	HOME DEPOT	889-4889	022-000	0020171	\$10.56
87116	7/28/16	1391	HOME DEPOT	890-4890	022-000	0020171	\$10.56
87116	7/28/16	1391	HOME DEPOT	101-4210	022-000	0020171	\$126.63
87117	7/28/16	1457	LESLIE'S POOL SUPPLIES	300-4300	095-002	837-46104	\$329.60
87117	7/28/16	1457	LESLIE'S POOL SUPPLIES	400-4400	069-076	837-45676	\$412.00
87118	7/28/16	1422	LINDSAY TRUE VALUE	101-4120	022-000	C.S.-JUNE 2016	\$14.03
87118	7/28/16	1422	LINDSAY TRUE VALUE	101-4120	022-000	C.S.-JUNE 2016	\$121.44
87118	7/28/16	1422	LINDSAY TRUE VALUE	553-4553	019-000	C.S.-JUNE 2016	\$127.97
87118	7/28/16	1422	LINDSAY TRUE VALUE	101-4130	022-000	C.S.-JUNE 2016	\$172.39
87118	7/28/16	1422	LINDSAY TRUE VALUE	101-4120	022-000	C.S.-JUNE 2016	\$108.63
87118	7/28/16	1422	LINDSAY TRUE VALUE	883-4883	022-000	C.S.-JUNE 2016	\$11.84
87118	7/28/16	1422	LINDSAY TRUE VALUE	884-4884	022-000	C.S.-JUNE 2016	\$11.83
87118	7/28/16	1422	LINDSAY TRUE VALUE	886-4886	022-000	C.S.-JUNE 2016	\$11.83
87118	7/28/16	1422	LINDSAY TRUE VALUE	887-4887	022-000	C.S.-JUNE 2016	\$11.83
87118	7/28/16	1422	LINDSAY TRUE VALUE	888-4888	022-000	C.S.-JUNE 2016	\$11.85
87118	7/28/16	1422	LINDSAY TRUE VALUE	891-4891	022-000	C.S.-JUNE 2016	\$11.85
87118	7/28/16	1422	LINDSAY TRUE VALUE	890-4890	022-000	C.S.-JUNE 2016	\$11.84
87118	7/28/16	1422	LINDSAY TRUE VALUE	889-4889	022-000	C.S.-JUNE 2016	\$11.84
87118	7/28/16	1422	LINDSAY TRUE VALUE	300-4300	069-093	MCD-JUNE 2016	\$862.17
87118	7/28/16	1422	LINDSAY TRUE VALUE	400-4400	023-000	W.C.-JUNE 2016	\$88.88
87119	7/28/16	5989	MICHAEL ESTRADA	101-4090	034-000	SEWER BACK-UP	\$784.16
87120	7/28/16	2313	MIDTOWN SPORTS	300-4300	055-002	0016135	\$645.54
87102	7/28/16	5625	NGLIC/SUPERIOR VISION	101	200-260	JULY 2016	\$600.46
87121	7/28/16	6047	PANDA EXPRESS #1666	300-4300	055-026	0001	\$602.18
87122	7/28/16	3750	PEPSI	300-4300	069-116	71975607	\$650.35

WARRANT LIST 8/9/16

CHECK #	DATE	VENDOR #	VENDOR	FUND	ACCOUNT	DESCRIPTION	AMOUNT
87122	7/28/16	3750	PEPSI	300-4300	069-116	40362605	\$993.68
87123	7/28/16	5356	RAY MORGAN CO.	101-4120	036-008	C.S.-1286356	\$28.77
87123	7/28/16	5356	RAY MORGAN CO.	101-4050	036-008	FINANCE-1286356	\$36.66
87123	7/28/16	5356	RAY MORGAN CO.	101-4070	036-008	CITY CLERK-1286356	\$19.26
87123	7/28/16	5356	RAY MORGAN CO.	101-4040	036-008	CITY MANAGER-1286356	\$24.37
87123	7/28/16	5356	RAY MORGAN CO.	300-4300	069-113	MCD-1286356	\$424.48
87123	7/28/16	5356	RAY MORGAN CO.	101-4110	036-008	P.S.-1286356	\$115.78
87123	7/28/16	5356	RAY MORGAN CO.	101-4110	036-008	P.S.-1286356	\$141.94
87135	7/28/16	3840	RICHARD RIOS	101-4210	030-001	JULY 2016	\$1,600.00
87124	7/28/16	298	SAVE MART	300-4300	069-103	7/14/16	\$115.70
87124	7/28/16	298	SAVE MART	300-4300	069-103	7/20/16	\$205.00
87124	7/28/16	298	SAVE MART	400-4400	069-116	7/21/16	\$11.47
87124	7/28/16	298	SAVE MART	400-4400	069-116	7/21/16	\$1.95
87124	7/28/16	298	SAVE MART	400-4400	069-116	7/21/16	\$3.90
87125	7/28/16	176	SMART & FINAL	400-4400	069-116	7/13/16	\$424.68
87125	7/28/16	176	SMART & FINAL	400-4400	069-116	7/7/16	\$194.05
87125	7/28/16	176	SMART & FINAL	300-4300	069-115	7/21/16	\$105.97
87125	7/28/16	176	SMART & FINAL	400-4400	069-116	7/21/16	\$215.77
87126	7/28/16	310	SOUTHERN CA. EDISON CO.	891-4891	032-001	3-040-9165-51	\$25.78
87126	7/28/16	310	SOUTHERN CA. EDISON CO.	553-4553	032-001	3-001-1837-87	\$3,064.16
87126	7/28/16	310	SOUTHERN CA. EDISON CO.	101-4090	037-018	3-001-1837-87-LATE FEE	\$37.33
87103	7/28/16	5691	STATE WATER RESOURCE CONTROL BOARD	553-4553	031-000	WWTP-OIT CERT.	\$75.00
87104	7/28/16	5691	STATE WATER RESOURCE CONTROL BOARD	552-4552	038-002	W.D.O. CERT.	\$100.00
87127	7/28/16	5755	TELEPACIFIC COMMUNICATIONS	101-4130	033-001	80225042-0	\$449.20
87127	7/28/16	5755	TELEPACIFIC COMMUNICATIONS	101-4210	033-001	80225042-0	\$449.20
87127	7/28/16	5755	TELEPACIFIC COMMUNICATIONS	552-4552	033-001	80225042-0	\$449.20
87127	7/28/16	5755	TELEPACIFIC COMMUNICATIONS	554-4554	033-001	80225042-0	\$449.20
87127	7/28/16	5755	TELEPACIFIC COMMUNICATIONS	101-4120	033-001	80225042-0	\$449.21
87127	7/28/16	5755	TELEPACIFIC COMMUNICATIONS	553-4553	033-001	80225042-0	\$449.21
87128	7/28/16	144	THE GAS COMPANY	300-4300	069-109	094-461-1294-9	\$143.81
87128	7/28/16	144	THE GAS COMPANY	101-4210	032-001	115-454-6222-5	\$16.63
87128	7/28/16	144	THE GAS COMPANY	101-4120	032-002	C.S.-031-415-9000	\$15.16

WARRANT LIST 8/9/16

CHECK #	DATE	VENDOR #	VENDOR	FUND	ACCOUNT	DESCRIPTION	AMOUNT
87128	7/28/16	144	THE GAS COMPANY	400-4400	032-006	W.C.-098-628-2905	\$262.45
87128	7/28/16	144	THE GAS COMPANY	101-4120	032-002	C.S.-163-715-6900	\$16.15
87128	7/28/16	144	THE GAS COMPANY	101-4110	032-002	P.S.-163-715-8900	\$39.09
87101	7/28/16	4067	THE LINCOLN NATIONAL INSURANCE	101	200-260	JULY 2016	\$387.33
87129	7/28/16	5747	UNITED STAFFING	101-4210	022-000	72386	\$591.98
87129	7/28/16	5747	UNITED STAFFING	101-4130	022-000	72386	\$412.59
87129	7/28/16	5747	UNITED STAFFING	883-4883	022-000	72386	\$89.69
87129	7/28/16	5747	UNITED STAFFING	884-4884	022-000	72386	\$53.82
87129	7/28/16	5747	UNITED STAFFING	886-4886	022-000	72386	\$35.88
87129	7/28/16	5747	UNITED STAFFING	887-4887	022-000	72386	\$35.88
87129	7/28/16	5747	UNITED STAFFING	888-4888	022-000	72386	\$53.82
87129	7/28/16	5747	UNITED STAFFING	891-4891	022-000	72386	\$35.88
87129	7/28/16	5747	UNITED STAFFING	552-4552	022-000	72386	\$753.42
87129	7/28/16	5747	UNITED STAFFING	553-4553	022-000	72386	\$879.00
87130	7/28/16	356	USA BLUEBOOK	553-4553	019-000	992585	\$247.59
87130	7/28/16	356	USA BLUEBOOK	553-4553	022-008	992612	\$3,818.28
87131	7/28/16	4865	VALLEY ELECTRICAL SUPPLIERS, INC	300-4300	069-092	9128-438625	\$51.30
87132	7/28/16	1041	VERIZON WIRELESS	552-4552	033-001	9767838575	\$33.40
87132	7/28/16	1041	VERIZON WIRELESS	553-4553	033-001	9767838575	\$33.40
87133	7/28/16	368	VOLLMER EXCAVATION, INC	600-4130	064-020	29425	\$49,614.40
87134	7/28/16	370	WALMART	300-4300	055-026	7/15/16	\$83.23
87134	7/28/16	370	WALMART	300-4300	055-026	7/14/16	\$86.72
87134	7/28/16	370	WALMART	300-4300	055-026	7/22/16	\$88.85
						TOTAL	\$149,125.32



Treasurer's Report

JULY 2016

Cash Balances Classified by Depository

	GL ACT#	TYPE	Balance	Current Annual Yield	Interest Earned This Period
Petty Cash/Cash Register Funds	100-102	RES	\$2,628.00	N/A	
Bank Of Sierra - Payroll	100-106	GEN	\$73,729.78	N/A	
Bank Of Sierra - AP/Operating	100-100	GEN	\$920,215.11	N/A	
Bank Of Sierra - McDermont	100-500	GEN	\$348,611.34	N/A	
Arbitrage Management Savings		INV-RES	\$500,000.00	N/A	
Bank Of Sierra - Impound Account	100-120	RES	\$48,965.14	0.05	1.98
Bank Of Sierra - WWTP Project	100-553	RES	\$5,175.76	0.02	0.22
Bank Of Sierra - Water Project	100-552	RES	\$44,997.26	0.05	1.88
LAIF Savings: City & Successor Agency	100-103	INV-RES	\$411,459.52	0.35	58.80
Total Cash Balances @ July 31, 2016			\$2,355,781.91		62.88

JULY 2016 Accounts Payable	\$412,867	JULY DEBT SERVICE:	-659,735.47
JULY Payroll & Benefits 07/08/2016	\$228,635		
JULY Payroll & Benefits 07/22/2016	\$254,588	Wellness Center Loan USDA- #97-13	-87,409.66
		2015 Refunding Bond- USBank	-572,325.81
JULY 2016 Total Expenditures	\$896,089		

Compliance with Investment Policy

As of July 31, 2016, the investments were in compliance with the requirements of the City's investment policy. This report reflects all cash and investments of the City of Lindsay (O/S checks not reflected in End Cash Balance).

Invested Funds
\$911,459.52

Respectfully submitted,

GEN=GENERAL UNRESTRICTED
RES=RESTRICTED ACTIVITY
INV=INVESTMENT

Justin Poore
Finance Director

Treasurer's Report - ADENDUM

Cash Balances Classified by Depository

	GL ACT#	TYPE	Balance__	SUBTOTALS	Current Annual Yield__	Interest Earned This Period
Current Assest						
Petty Cash/Cash Register Funds			\$2,628.00			
Arbitrage Management Savings			\$500,000.00			
LAIF Savings: City & Successor Agency			\$411,459.52			58.8
				\$914,087.52		
Rolling Assets <i>*there are accounts that change frequently and satisfy certain debts / liabilities</i>						
Bank Of Sierra - Payroll			\$73,729.78			
Bank Of Sierra - AP/Operating			\$920,215.11			
Bank Of Sierra - Impound Account			\$48,965.14			1.9
Bank Of Sierra - McDermont			\$348,611.34			
				\$1,391,521.37		
Long Term Assets / Project Funds						
Bank Of Sierra - WWTP Project			\$5,175.76			0.22
Bank Of Sierra - Water Project			\$44,997.26			1.88
				50,173.02		
Total Cash Balances @ JULY 31, 2016				\$2,355,781.91		62.8

As of July 31, 2016, the investments were in compliance with the requirements of the City's Investment policy. This report reflects all cash and investments of the City of Lindsay (O/S checks not reflected in End Cash Balance)

Total Invested Funds
\$911,459.52

Invested Funds are not immediate liquid and should not be thought of being easily accessible.

Liabilities

Current Liabilites

Accounts Payable - Checks Cut	\$263,984.10
Accounts Payable - Checks NOT Cut	\$319,737.81
	\$583,721.91

Long Term Liabilities

	Due	
TCAG Settlement	10/10/2016	\$17,574.53
Library Landscape Loan	11/12/2016	\$9,594.22
Tulare Road Loan	11/12/2016	\$96,604.85
Sewer Plant Expansion Loan	11/28/2016	\$323,470.00
Water Plant Expansion Loan	12/1/2016	\$109,874.00
Water Clarifier Loan	12/1/2016	\$8,376.99
McDermont Lease Bond	12/15/2016	\$149,600.00

\$715,094.59

\$1,298,816.50

Total Retained Earnings

**basically what the city is keeping for operations (assets minus liabilities)*

\$1,056,965.41

City Revenue *For Period Ending 7/31/2016*

Business Licenses	\$12,165.74
Utility Bills	\$426,827.71
Taxes (UUT)	\$30,727.84
Miscellaneous Revenue	\$613,911.89
	\$1,083,633.18

City Expense

Payroll & Benefits - JULY 8, 2016	\$228,635.00
Payroll & Benefits - JULY 22, 2016	\$254,588.00
Payroll & Benefits - Roll 3	xx
Debt Service	\$659,735.47
Current Expenses <i>*incurred and paid</i>	\$412,867.00
	\$1,555,825.47

-\$472,192.29

Total Operating Income or Loss

**CITY OF LINDSAY
STAFF REPORT
SITE PLAN REVIEW No. 16-26
August 9, 2016**

GENERAL INFORMATION

- | | |
|----------------------|--|
| 1. Applicant: | Maninder S. Sandhu
1163 E. Pinehurst Ave.
Fresno, CA 93730 |
| 2. Requested Action: | Site Plan Review to construct a Subway Restaurant with Drive-Through |
| 3. Location: | Northeast corner of Hwy 65 and Hermosa Street (APN: 199-280-002) |

PROJECT DESCRIPTION

Site Plan Review No. 16-26 is a request by Maninder S. Sandhu to construct a new Subway Restaurant at the NE corner of Hwy 65 and Hermosa, adjacent to the Country Waffle Restaurant on the southernmost portion of a .95 acre site (APN: 199-280-002). Specifically the project would be located on the south parking area and lawn. The project would share site access and parking with the Country Waffle and the Super 8 Motel and would include a drive-through pickup window at the Subway. Mr. Sandhu owns the Country Waffle property and the existing Lindsay Subway Restaurant. An aerial photo and site drawings with elevations are contained within the attached CEQA documents.

Mr. Sandhu obtained approval for this project on July 14, 2015 (SPR 15-03) and due to legal issues regarding the lease agreement with Country Waffles was unable to move forward with requesting building permits. Mr. Sandhu was advised by planning staff to request a development extension review. Unfortunately the request was submitted after the expiration date of July 14, 2016; because of this a new Site Plan Review approval is required for this project. No other changes are proposed.

SITE BACKGROUND

Background: The project site is part of the Country Waffle property, created in 1987 by Parcel Map 3487, which split a 3.14 acre lot into two parcels to accommodate a motel (currently, the Super 8 Motel) to the north and a restaurant (currently, the Country Waffle Restaurant) to the south. Parcel 1 (Super 8) is 2.19 acres and Parcel 2 (Country Waffle) is .95 acres in area. Parcel Map 3487 included a non-exclusive easement for driving, parking, and walking in areas designated as the parking lot and adjoining driveways and sidewalks as well as a reciprocal drainage easement. Condition six of City of Lindsay resolution CC 86-62 required that Parcel Map 3487 additionally created a thirty-foot wide setback line located along the easterly line of parcels 1 and 2 to

“reserve an area, free from structural improvement, all or part of which could be acquired with other frontage road street acquisition if and when necessary.” This appears to have been intended to reserve an area for a one-half street right-of-way (ROW) along the eastern property lines of the parcels created by Parcel Map 3487.

Parcel Map 4310 was created in 1997 to subdivide the adjacent property to the east; however, no similar condition was placed on this map; therefore, a proper street cannot be created in this area without new and independent actions of condemnation on the part of City Council. It should be noted that no street was planned for this area on the 1989 General Plan map, which was developed following the CC 86-62 resolution requirement.

Surrounding land uses for the project site include:

- North: Super 8 Motel (highway commercial use)
- South: Hermosa Street and to the south of Hermosa Street, the Olivewood Plaza
- East: Burger King (highway commercial use) and vacant land
- West: Highway 65 and to the west of Hwy 65, vacant land

COMPATIBILITY WITH EXISTING ZONING, PLANS AND POLICIES

Zoning and Land Use: The proposed project is consistent with the policies, objectives, and standards of the Lindsay General Plan and Zoning Ordinance. Specifically, a restaurant is a permitted use within the highway commercial (CH) zoning district with site plan review approval.

Circulation: The proposed site would take access from two possible commercial drive approaches along Highway 65, north of the Country Waffle Restaurant and adjacent to the Super 8 Motel. Drive-through traffic would be configured to flow in a counter-clockwise direction, looping south around the building to the pickup window on the east side of the restaurant. This would allow for the efficient queuing of vehicles around the perimeter of the restaurant. Following food purchase, vehicles would return to the main shared parking area and drive approaches. The drive-through turning radius was professionally engineered to accommodate a range of common passenger vehicles. Seven dedicated parking spaces would be provided along the north side of the restaurant, with one being handicapped accessible.

Public Services: The site is within a convenient response time of public safety services. Existing water supply and conveyance facilities would provide adequate fire suppression capabilities. The project site is currently served by all City utilities.

PROJECT EVALUATION

The proposed project would convert an underutilized private lawn and adjacent parking area into a new highway commercial business opportunity with drive-through access at the NE corner of Hwy 65 and Hermosa Street. Shared ingress and egress to Highway 65 along with adequate dedicated and shared parking are available to the project site. Approval of resolution 15-34 modified Parcel Map 3487 by removing the thirty-foot

building setback requirement. Zoning Ordinance Section 18.10.070.E. governs setbacks within commercial zoning districts and allows that no side yard or rear yard setback is required when abutting similarly zoned properties. This project site abuts only other highway commercial (CH) properties; therefore, no side or rear yard setback is required.

Zoning Ordinance Section 18.18.050 lists several findings that are needed for approving Site Plan Review applications. In sum, this includes findings that the project complies with all applicable codes and would not adversely impact public health, safety, or welfare. Staff finds that the proposed site plan is consistent with the requirements of the Zoning Ordinance. Staff recommends that the project be developed as proposed.

ENVIRONMENTAL REVIEW

An initial study was performed and a draft Mitigated Negative Declaration has been previously approved. This request does not require the review or re-approval of CEQA documents; however the previously approved Initial Study and Mitigated Negative Declaration are attached for your reference.

RECOMMENDATION

Staff recommends that the City Council approves Site Plan Review No. 16-26, based on the findings and subject to the conditions found below and in the previously approved Resolution 15-12 (no changes are proposed from previously approved project).

- Development would be in substantial conformance to the submitted site plan and building renderings.
- An ADA compliant, six-foot-wide sidewalk would be required along the entire Hwy 65 property frontage, including handicapped returns at drive approaches, as appropriate.
- Any signage would require a separate review and approval by the planning department. A sign permit would be required for all new commercial signs, prior to sign installation. All permanent and temporary signs, banners, and/or other special promotional signage would comply with all applicable Zoning Ordinance sign standards
- A landscape and irrigation plan would be submitted to the city as part of the first building permit submittal. Said plan would conform to the California Model Landscape Ordinance. Required landscape improvements would be installed prior to the issuance of a certificate of occupancy.
- The property owner would be responsible to maintain all required landscaping areas. This specifically includes replacement of damaged, removed, or dead plants, proper irrigation, fertilizing, pruning, mowing, and weeding as necessary to insure high quality landscaping appearances at all times.
- All existing and proposed mechanical equipment (ground or roof mounted) would be screened from public view. Roof-mounted mechanical equipment would be screened by design, with screening measures clearly indicated in the building permit application package.
- The building permit application would include a soils report. Paving sections

would be designed based on the results of the soils report, to City Standards and acceptance of the director of city services.

- The building permit application would include a lighting plan for all exterior lighting. Exterior lighting would be positioned and shielded as necessary to prevent light or glare from impinging on adjacent properties and roads.
- A site grading and drainage plan would be submitted to the city for review and approval.
- City and State recycling requirements would be met.
- A city-standard split-faced masonry trash and recycling enclosure with screened gates would be constructed with adequate capacity to accommodate the waste generated by any and all businesses located on the site, to the satisfaction of the director of city services.
- The CEQA mitigation measures described in Resolution 15-12 would be followed.
- Development would be coordinated with Caltrans, including but not limited to the following Caltrans requirements and recommendations:
 - *No new direct access from the proposed development to SR 65 shall be allowed.*
 - *If a driveway is to be shared by two or more property owners, an access easement (or an agreement acceptable to the State) needs to be executed between the parties and submitted to the Encroachment Permit office before a permit is issued for any work in the State right of way.*
 - *Any existing or proposed driveways accessing State right-of-way must meet current State standards.*
 - *Caltrans recommends that a minimum six feet wide sidewalk be installed along the SR 65 to provide access for pedestrians and be constructed to meet current ADA standards or other applicable State or Federal accessibility and safety requirements.*
 - *A sidewalk and landscape maintenance agreement will be required.*
 - *An encroachment permit must be obtained [from Caltrans] for all proposed activities for placement of encroachments within, under or over the State highway rights-of-way. Activity and work planned in the State right-of-way shall be performed to State standards and specifications, at no cost to the State. Engineering plans, calculations, specifications, and reports (documents) shall be stamped and signed by a licensed Engineer or Architect. Engineering documents for encroachment permit activity and work in the State right-of-way may be submitted using English Units. The Permit Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an encroachment permit is issued. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations." Encroachment permits do not run with the land. A change of ownership requires a new permit application. Only the legal property owner or his/her authorized agent can pursue obtaining an encroachment permit. Please call the Caltrans Encroachment Permit Office- District 6: 1352 W. Olive, Fresno, CA 93778, at (559) 488-4058.*

- *Advertising signs within the immediate area outside the State right-of-way need to be cleared through the Caltrans Division of Traffic Operations, Office of Outdoor Advertising. The project proponent must construct and maintain the advertising signs without access to the State Routes. Please contact the Outdoor Advertising Program, P.O. Box 942874, MS-36, Sacramento, CA 94274-0001, Phone (916) 654-6473, FAX (916) 651-9359 for additional information or to obtain a sign permit application. Additional information on Caltrans Outdoor Advertising Permit requirements may also be found on the Internet at www.dot.ca.gov/hq/oda.*
- *Any proposed landscaping plans shall meet current standards as determined by the District Landscape Architect. Proposed landscaping needs to be low growing, less than two feet in height, due to sight distance concerns. All features of landscaping shall be evaluated for type, location and site visibility conflicts during the encroachment review process. All permits for landscaping in conventional highway right-of-way must be accompanied by a "District" approved maintenance agreement obligating a local agency or the permittee to maintaining the landscaping. Said maintenance agreement must accompany and be approved prior to issuance of the landscape permit. Proposed landscape projects in access control rights-of-way require an exception process, and approval is subject to the Headquarters Departmental approval process.*
- *Dust control measures shall be implemented on the site in a manner to prevent dust from entering the State right-of-way.*
- *No water from the proposed project shall flow into the State right-of-way without approval from the District Hydraulic Engineer.*
- *Caltrans is currently working on a re-alignment project for SR 65. The project is currently in the Project Approval & Environmental Document Phase. The proposed re-alignment is to the west of the current SR 65. An alternative design that is being reviewed proposes the realignment beginning at Lindmore Street, extending north and ending at Avenue 300, just north of the SR 65/SR 198 interchange. Once this project is completed the current SR 65 right-of-way will be relinquished to the City.*

ATTACHMENTS

- Draft Resolution 16-36
- SPR 15-03 Council Package

RESOLUTION NO. 16-36
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINDSAY APPROVING SITE PLAN REVIEW 16-26, SUBWAY RESTAURANT PROJECT.

At a regular meeting of the City Council of the City of Lindsay, held August 9, 2016, at the hour of 6:00 p.m. in the Council Chambers at City Hall, Lindsay, California 93247, the following resolution was adopted:

THAT WHEREAS, Site Plan Review No. 15-03, the New Subway Restaurant Project and its accompanying mitigated negative declaration were filed pursuant to the regulations contained in Ordinance No. 437, the Zoning Ordinance of the City of Lindsay; and

WHEREAS, Site Plan Review No. 15-03, the New Subway Restaurant Project and the accompanying mitigated negative declaration were approved by the City Council of the City of Lindsay on July 14, 2015; and

WHEREAS, more time was needed by the developer and an extension was requested on July 22, 2016; and therefore a new approval was required for the project; and

WHEREAS, Site Plan Review No. 16-26, Subway Restaurant Project was filed pursuant to the regulations contained in Ordinance No. 437, the Zoning Ordinance of the City of Lindsay; and

WHEREAS, all project details and requirements identified in Site Plan Review No. 15-03 shall remain the same for Site Plan Review No. 16-26; and

WHEREAS, planning staff has prepared necessary investigations and prepared a staff report of information bearing upon Site Plan Review 16-26, the Subway Restaurant Project.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Lindsay finds that the proposed project is consistent with the provisions of the City of Lindsay Zoning Ordinance (Municipal Code Title 18).

BE IT FURTHER RESOLVED, that the City Council of the City of Lindsay hereby approves Site Plan review No. 16-26, Subway Restaurant Project subject to the following conditions:

SECTION 1. That all requirements of Resolution 15-12 shall be completed.

SECTION 2. That all other city codes and ordinances shall apply.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Lindsay this 9th day of August, 2016.

ATTEST:

CITY COUNCIL OF THE CITY OF LINDSAY

Carmela Wilson, City Clerk

Ramona Villarreal-Padilla, Mayor

**CITY OF LINDSAY
STAFF REPORT
SITE PLAN REVIEW No. 15-03
(New Subway Restaurant)
July 14, 2015**

GENERAL INFORMATION

- | | |
|----------------------|---|
| 1. Applicant: | Maninder S. Sandhu
1163 E. Pinehurst Ave.
Fresno, CA 93730 |
| 2. Requested Action: | Site Plan Review approval to construct a new Subway Restaurant with Drive-Through |
| 3. Location: | Northeast corner of Hwy 65 and Hermosa Street (APN: 199-280-002) |

PROJECT DESCRIPTION

Site Plan Review No. 15-03 is a request by Maninder S. Sandhu to construct a new Subway Restaurant at the NE corner of Hwy 65 and Hermosa, adjacent to the Country Waffle Restaurant on the southernmost portion of a .95 acre site (APN: 199-280-002). Specifically the project would be located on the south parking area and lawn. The project would share site access and parking with the Country Waffle and the Super 8 Motel and would include a drive-through pickup window at the Subway. Mr. Sandhu owns the Country Waffle property and the existing Lindsay Subway Restaurant. An aerial photo and site drawings with elevations are contained within the attached CEQA documents.

SITE BACKGROUND

Background: The project site is part of the Country Waffle property, created in 1987 by Parcel Map 3487, which split a 3.14 acre lot into two parcels to accommodate a motel (currently, the Super 8 Motel) to the north and a restaurant (currently, the Country Waffle Restaurant) to the south. Parcel 1 (Super 8) is 2.19 acres and Parcel 2 (Country Waffle) is .95 acres in area. Parcel Map 3487 included a non-exclusive easement for driving, parking, and walking in areas designated as the parking lot and adjoining driveways and sidewalks as well as a reciprocal drainage easement. Condition six of City of Lindsay resolution CC 86-62 required that Parcel Map 3487 additionally created a thirty-foot wide setback line located along the easterly line of parcels 1 and 2 to “reserve an area, free from structural improvement, all or part of which could be acquired with other frontage road street acquisition if and when necessary.” This appears to have been intended to reserve an area for a one-half street right-of-way (ROW) along the eastern property lines of the parcels created by Parcel Map 3487.

Parcel Map 4310 was created in 1997 to subdivide the adjacent property to the east; however, no similar condition was placed on this map; therefore, a proper street cannot be created in this area without new and independent actions of condemnation on the part of City Council. It should be noted that no street was planned for this area on the 1989 General Plan map, which was developed following the CC 86-62 resolution requirement.

Surrounding land uses for the project site include:

- North: Super 8 Motel (highway commercial use)
- South: Hermosa Street and to the south of Hermosa Street, the Olivewood Plaza
- East: Burger King (highway commercial use) and vacant land
- West: Highway 65 and to the west of Hwy 65, vacant land

COMPATIBILITY WITH EXISTING ZONING, PLANS AND POLICIES

Zoning and Land Use: The proposed project is consistent with the policies, objectives, and standards of the Lindsay General Plan and Zoning Ordinance. Specifically, a restaurant is a permitted use within the highway commercial (CH) zoning district with site plan review approval.

Circulation: The proposed site would take access from two possible commercial drive approaches along Highway 65, north of the Country Waffle Restaurant and adjacent to the Super 8 Motel. Drive-through traffic would be configured to flow in a counter-clockwise direction, looping south around the building to the pickup window on the east side of the restaurant. This would allow for the efficient queuing of vehicles around the perimeter of the restaurant. Following food purchase, vehicles would return to the main shared parking area and drive approaches. The drive-through turning radius was professionally engineered to accommodate a range of common passenger vehicles. Seven dedicated parking spaces would be provided along the north side of the restaurant, with one being handicapped accessible.

Public Services: The site is within a convenient response time of public safety services. Existing water supply and conveyance facilities would provide adequate fire suppression capabilities. The project site is currently served by all City utilities.

PROJECT EVALUATION

The proposed project would convert an underutilized private lawn and adjacent parking area into a new highway commercial business opportunity with drive-through access at the NE corner of Hwy 65 and Hermosa Street. Shared ingress and egress to Highway 65 along with adequate dedicated and shared parking are available to the project site.

Approval of resolution 15-34 modified Parcel Map 3487 by removing the thirty-foot building setback requirement. Zoning Ordinance Section 18.10.070.E. governs setbacks within commercial zoning districts and allows that no side yard or rear yard setback is required when abutting similarly zoned properties. This project site abuts only other highway commercial (CH) properties; therefore, no side or rear yard setback

is required.

Zoning Ordinance Section 18.18.050 lists several findings that are needed for approving Site Plan Review applications. In sum, this includes findings that the project complies with all applicable codes and would not adversely impact public health, safety, or welfare. Staff finds that the proposed site plan is consistent with the requirements of the Zoning Ordinance. Staff recommends that the project be developed as proposed.

ENVIRONMENTAL REVIEW

An initial study was performed and a draft Mitigated Negative Declaration has been prepared (see attached). Proposed mitigation measures are as follow:

- **Aesthetics**: The project would incorporate standard light shielding measures for street light fixtures to mitigate any potential adverse glare impacts.
- **Air Quality**: The project would 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), Rule 4901 (Wood Burning Fire Places and Wood Burning Heaters), and Rule 9510 (Indirect Source Review). The developer would specifically demonstrate compliance with San Joaquin Valley Air Pollution Control District Rule 9510 (Indirect Source Review), including payment of all applicable fees, prior to the issuance of the first building permit.
- **Cultural Resources**: Pursuant to CEQA Guidelines 15064.5 (f), provisions for historical or unique archaeological resources accidentally discovered during construction would be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources would be halted and a qualified archaeologist or paleontologist shall be contacted to assess the significance of the find. If any find is determined to be significant, project proponents and the qualified archaeologist and/or paleontologist would meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered would be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards. If the discovery includes human remains, CEQA Guidelines 15064.5 (e)(1) would be followed.
- **Noise**: High noise levels resulting from construction activities would be limited to the hours of 6:00 a.m. to 10:00 p.m., including weekends and holidays.

A CEQA Notice of Determination has been prepared and will be submitted pending adoption of the Mitigated Negative Declaration by Council (draft attached).

RECOMMENDATION

Staff recommends that the City Council approves Site Plan Review No. 15-03, based on the findings and subject to the conditions found below and in the attached draft

resolution.

- Development would be in substantial conformance to the submitted site plan and building renderings.
- An ADA compliant, six-foot-wide sidewalk would be required along the entire Hwy 65 property frontage, including handicapped returns at drive approaches, as appropriate.
- Any signage would require a separate review and approval by the planning department. A sign permit would be required for all new commercial signs, prior to sign installation. All permanent and temporary signs, banners, and/or other special promotional signage would comply with all applicable Zoning Ordinance sign standards
- A landscape and irrigation plan would be submitted to the city as part of the first building permit submittal. Said plan would conform to the California Model Landscape Ordinance. Required landscape improvements would be installed prior to the issuance of a certificate of occupancy.
- The property owner would be responsible to maintain all required landscaping areas. This specifically includes replacement of damaged, removed, or dead plants, proper irrigation, fertilizing, pruning, mowing, and weeding as necessary to insure high quality landscaping appearances at all times.
- All existing and proposed mechanical equipment (ground or roof mounted) would be screened from public view. Roof-mounted mechanical equipment would be screened by design, with screening measures clearly indicated in the building permit application package.
- The building permit application would include a soils report. Paving sections would be designed based on the results of the soils report, to City Standards and acceptance of the director of city services.
- The building permit application would include a lighting plan for all exterior lighting. Exterior lighting would be positioned and shielded as necessary to prevent light or glare from impinging on adjacent properties and roads.
- A site grading and drainage plan would be submitted to the city for review and approval.
- City and State recycling requirements would be met.
- A city-standard split-faced masonry trash and recycling enclosure with screened gates would be constructed with adequate capacity to accommodate the waste generated by any and all businesses located on the site, to the satisfaction of the director of city services.
- The CEQA mitigation measures described above would be followed.
- Development would be coordinated with Caltrans, including but not limited to the following Caltrans requirements and recommendations:
 - *No new direct access from the proposed development to SR 65 shall be allowed.*
 - *If a driveway is to be shared by two or more property owners, an access easement (or an agreement acceptable to the State) needs to be executed between the parties and submitted to the Encroachment Permit office before a permit is issued for any work in the State right of way.*

- *Any existing or proposed driveways accessing State right-of-way must meet current State standards.*
- *Caltrans recommends that a minimum six feet wide sidewalk be installed along the SR 65 to provide access for pedestrians and be constructed to meet current ADA standards or other applicable State or Federal accessibility and safety requirements.*
- *A sidewalk and landscape maintenance agreement will be required.*
- *An encroachment permit must be obtained [from Caltrans] for all proposed activities for placement of encroachments within, under or over the State highway rights-of-way. Activity and work planned in the State right-of-way shall be performed to State standards and specifications, at no cost to the State. Engineering plans, calculations, specifications, and reports (documents) shall be stamped and signed by a licensed Engineer or Architect. Engineering documents for encroachment permit activity and work in the State right-of-way may be submitted using English Units. The Permit Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an encroachment permit is issued. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations." Encroachment permits do not run with the land. A change of ownership requires a new permit application. Only the legal property owner or his/her authorized agent can pursue obtaining an encroachment permit. Please call the Caltrans Encroachment Permit Office- District 6: 1352 W. Olive, Fresno, CA 93778, at (559) 488-4058.*
- *Advertising signs within the immediate area outside the State right-of-way need to be cleared through the Caltrans Division of Traffic Operations, Office of Outdoor Advertising. The project proponent must construct and maintain the advertising signs without access to the State Routes. Please contact the Outdoor Advertising Program, P.O. Box 942874, MS-36, Sacramento, CA 94274-0001, Phone (916) 654-6473, FAX (916) 651-9359 for additional information or to obtain a sign permit application. Additional information on Caltrans Outdoor Advertising Permit requirements may also be found on the Internet at www.dot.ca.gov/hq/oda.*
- *Any proposed landscaping plans shall meet current standards as determined by the District Landscape Architect. Proposed landscaping needs to be low growing, less than two feet in height, due to sight distance concerns. All features of landscaping shall be evaluated for type, location and site visibility conflicts during the encroachment review process. All permits for landscaping in conventional highway right-of-way must be accompanied by a "District" approved maintenance agreement obligating a local agency or the permittee to maintaining the landscaping. Said maintenance agreement must accompany and be approved prior to issuance of the landscape permit. Proposed landscape projects in access control rights-of-way require an exception process, and approval is subject to the Headquarters Departmental approval process.*

- *Dust control measures shall be implemented on the site in a manner to prevent dust from entering the State right-of-way.*
- *No water from the proposed project shall flow into the State right-of-way without approval from the District Hydraulic Engineer.*
- *Caltrans is currently working on a re-alignment project for SR 65. The project is currently in the Project Approval & Environmental Document Phase. The proposed re-alignment is to the west of the current SR 65. An alternative design that is being reviewed proposes the realignment beginning at Lindmore Street, extending north and ending at Avenue 300, just north of the SR 65/SR 198 interchange. Once this project is completed the current SR 65 right-of-way will be relinquished to the City.*

ATTACHMENTS

- Draft Resolution 15-12
- CEQA Initial Study/Mitigated Negative Declaration, including Aerial Photo, Site Plan, Elevation Drawings, CalEEMod modeling data and Caltrans letter

RESOLUTION NO. 15-12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINDSAY APPROVING SITE PLAN REVIEW 15-03, NEW SUBWAY RESTAURANT PROJECT AND ACCEPTING A MITIGATED NEGATIVE DECLARATION.

At a regular meeting of the City Council of the City of Lindsay, held July 14, 2015, at the hour of 6:00 p.m. in the Council Chambers at City Hall, Lindsay, California 93247, the following resolution was adopted:

THAT WHEREAS, Site Plan Review No. 15-03, the New Subway Restaurant Project and its accompanying mitigated negative declaration were filed pursuant to the regulations contained in Ordinance No. 437, the Zoning Ordinance of the City of Lindsay; and

WHEREAS, the City Council of the City of Lindsay did hold a noticed public hearing before said Council on April 21, 2015; and

WHEREAS, more time was needed to address a building setback requirement identified on Parcel Map 3487, which governs site development of the property in question; and

WHEREAS, the public hearing was continued until on or after June 26, 2015.

NOW, THEREFORE BE IT RESOLVED, that approval of City of Lindsay Resolution 15-34 removed the Parcel Map 3487 building setback requirement and that current zoning code setbacks shall apply to the properties subject to said map.

THAT WHEREAS, planning staff has prepared necessary investigations and prepared a staff report of information bearing upon Site Plan Review 15-03, the New Subway Restaurant project; and

WHEREAS, an initial study was conducted consistent with the provisions of the California Environmental Quality Act (CEQA). On the basis of the initial study the City of Lindsay has determined that the proposed project would not result in potential significant impacts on the environment. A draft mitigated negative declaration (finding of no significant impact) has been prepared. The draft mitigated negative declaration has been available for public review for over twenty days at the City of Lindsay Planning and Economic Development Department, 251 E. Honolulu Street, Lindsay, California, and on the City of Lindsay website, at <http://www.lindsay.ca.us/documents/Planning/EnvironmentalDocs.htm>.

NOW, THEREFORE, BE IT RESOLVED, that the City of Lindsay hereby accepts the mitigated negative declaration and instructs staff to file a notice of determination with the County.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the City Council of the City of Lindsay finds that the proposed project is consistent with the provisions of the City of Lindsay Zoning Ordinance (Municipal Code Title 18).

BE IT FURTHER RESOLVED, that the City Council of the City of Lindsay hereby approves Site Plan review No. 15-03, New Subway Restaurant Project subject to the following conditions:

SECTION 1. That development shall be in substantial conformance to the submitted site plan and building renderings.

SECTION 2. That an ADA compliant, six-foot-wide sidewalk shall be required along the entire Hwy 65 property frontage, including handicapped returns at drive approaches, as appropriate.

SECTION 3. That all signs shall require a separate review and approval by the planning department. A sign permit shall be required for all new commercial signs, prior to sign installation. All permanent and temporary signs, banners, and/or other special promotional signage shall comply with all applicable Zoning Ordinance sign standards.

SECTION 4. That a landscape and irrigation plan shall be submitted to the city as part of the first building permit submittal. Said plan shall conform to the California Model Landscape Ordinance. Required landscape improvements shall be installed prior to the issuance of a certificate of occupancy.

SECTION 5. That the property owner shall be responsible to maintain all required landscaping areas. This specifically includes replacement of damaged, removed, or dead plants, proper irrigation, fertilizing, pruning, mowing, and weeding as necessary to insure high quality landscaping appearances at all times.

SECTION 6. That all existing and proposed mechanical equipment (ground or roof mounted) shall be screened from public view. Roof-mounted mechanical equipment shall be screened by design, with screening measures clearly indicated in the building permit application package.

SECTION 7. That the building permit application shall include a soils report. Paving sections shall be designed based on the results of the soils report, to City Standards and acceptance of the director of city services.

SECTION 8. That the building permit application shall include a lighting plan for all exterior lighting. Exterior lighting shall be positioned and shielded as necessary to prevent light or glare from impinging on adjacent properties and roads.

SECTION 9. That a site grading and drainage plan shall be submitted to the city for review and approval.

SECTION 10. That city and State recycling requirements shall be met.

SECTION 11. That a city-standard, split-faced masonry trash and recycling enclosure with screened gates shall be constructed with adequate capacity to accommodate the waste generated by any and all businesses located on the site, to the satisfaction of the director of city services.

SECTION 12. That the following CEQA mitigation measures shall be adhered to and monitored by the City building inspector:

- Aesthetics: The project shall incorporate standard light shielding measures for street light fixtures to mitigate any potential adverse glare impacts.

- Air Quality: 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), Rule 4901 (Wood Burning Fire Places and Wood Burning Heaters), and Rule 9510 (Indirect Source Review). The developer would specifically demonstrate compliance with San Joaquin Valley Air Pollution Control District Rule 9510 (Indirect Source Review), including payment of all applicable fees, prior to the issuance of the first building permit.

- Cultural Resources: Pursuant to CEQA Guidelines 15064.5 (f), provisions for historical or unique archaeological resources accidentally discovered during construction shall be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist or paleontologist shall be contacted to assess the significance of the find. If any find is determined to be significant, project proponents and the qualified archaeologist and/or paleontologist shall meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards. If the discovery includes human remains, CEQA Guidelines 15064.5 (e)(1) shall be followed.

- Noise: High noise levels resulting from construction activities shall be limited to the hours of 6:00 a.m. to 10:00 p.m., including weekends and holidays.

SECTION 13. That project development shall be coordinated with Caltrans, including but not limited to the following Caltrans requirements and recommendations:

- No new direct access from the proposed development to SR 65 shall be allowed.
- If a driveway is to be shared by two or more property owners, an access easement (or an agreement acceptable to the State) shall be executed between the parties and submitted to the Encroachment Permit office before a permit is issued for any work in the State right of way.

- Any existing or proposed driveways accessing State right-of-way shall meet current State standards.

- A sidewalk and landscape maintenance agreement shall be required.
- An encroachment permit shall be obtained from Caltrans for all proposed activities for placement of encroachments within, under or over the State highway rights-of-way. Activity and work planned in the State right-of-way shall be performed to State standards and specifications, at no cost to the State. Engineering plans, calculations, specifications, and reports (documents) shall be stamped and signed by a licensed Engineer or Architect. Engineering documents for encroachment permit activity and work in the State right-of-way may be submitted using English Units. The Permit Department and the Environmental Planning Branch shall review and approve the activity and work in the State right-of-way before an encroachment permit is issued. Encroachment permits shall be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations." Encroachment permits do not run with the land. A change of ownership requires a new permit application. Only the legal property owner or his/her authorized agent shall pursue obtaining an encroachment permit.

- Advertising signs within the immediate area outside the State right-of-way shall be cleared through the Caltrans Division of Traffic Operations, Office of Outdoor Advertising. The project proponent must construct and maintain the advertising signs without access to the State Routes.

- Any proposed landscaping plans shall meet current standards as determined by the District Landscape Architect. Proposed landscaping shall be low growing, less than two feet in height, due to sight distance concerns. All features of landscaping shall be evaluated for type, location and site

visibility conflicts during the encroachment review process. All permits for landscaping in conventional highway right-of-way shall be accompanied by a "District" approved maintenance agreement obligating a local agency or the permittee to maintaining the landscaping. Said maintenance agreement shall accompany and be approved prior to issuance of the landscape permit. Proposed landscape projects in access control rights-of-way require an exception process, and approval is subject to the Headquarters Departmental approval process.

- Dust control measures shall be implemented on the site in a manner to prevent dust from entering the State right-of-way.
- No water from the proposed project shall flow into the State right-of-way without approval from the District Hydraulic Engineer.

SECTION 14. That all other city codes and ordinances shall apply.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Lindsay this 14th day of July, 2015.

ATTEST:

CITY COUNCIL OF THE CITY OF LINDSAY

Carmela Wilson, City Clerk

Ramona Villarreal-Padilla, Mayor



Initial Study/Proposed Negative Declaration

New Subway Restaurant (site plan review [SPR]
15-03)

William Zigler
3/4/2015

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1.0 PROJECT INFORMATION

Project Title:	New Subway Restaurant (SPR 15-03)
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:	Maninder S. Sandhu 1163 E. Pinehurst Ave. Fresno, CA 93730
General Plan Land Use Designation:	Highway commercial.
Zoning:	Highway commercial (CH).
Description of Project:	See Project Description in Section 3 of this Initial Study.
On-Site Land Uses:	Parking and green space.
Surrounding Land Uses:	Highway commercial land use to the north and east, highway commercial land use to the west, separated by Highway 65, and central commercial land use to the south, separated by Hermosa Street.
Interested Agencies:	Caltrans and San Joaquin Valley Air Pollution Control District.

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 new Subway restaurant project (SPR 15-03) 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 March 25, 2015 to April 13, 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 New Subway Restaurant project (SPR 15-03) is a request by Maninder S. Sandhu to construct a new Subway restaurant at the NE corner of Hwy 65 and Hermosa, adjacent to the existing Country Waffle restaurant on the southernmost portion of a .95 acre site (APN: 199-280-002). Specifically, the project would be located on the south parking area and adjacent lawn. The project would share site access and parking with Country Waffle and the Super 8 Motel and would include a drive-through pickup window at the Subway. An overview, aerial photo, and site drawings with elevations are provided, as identified below.

Figure 1 Overview: shows the project location within the city and zoning.

Figure 2 Site Aerial: shows proposed location and surrounding development.

Figure 3 Site Plan: shown proposed project on site.

Figure 4 Site Interior: shows proposed interior layout.

Figure 5 Building elevations: shows proposed exterior elevations.

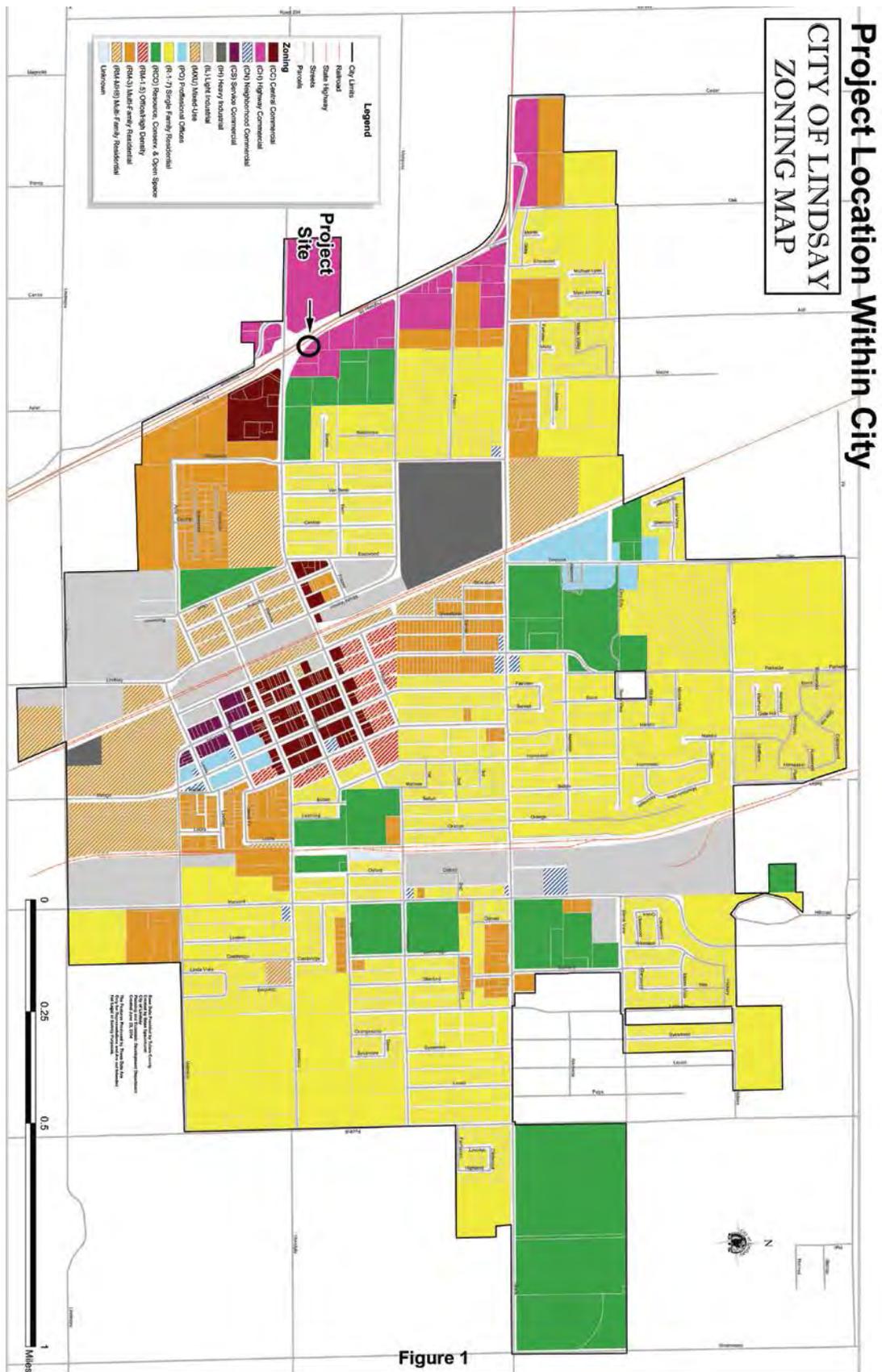


Figure 1 Overview: Project location within City of Lindsay



Figure 2 Site Aerial Photo

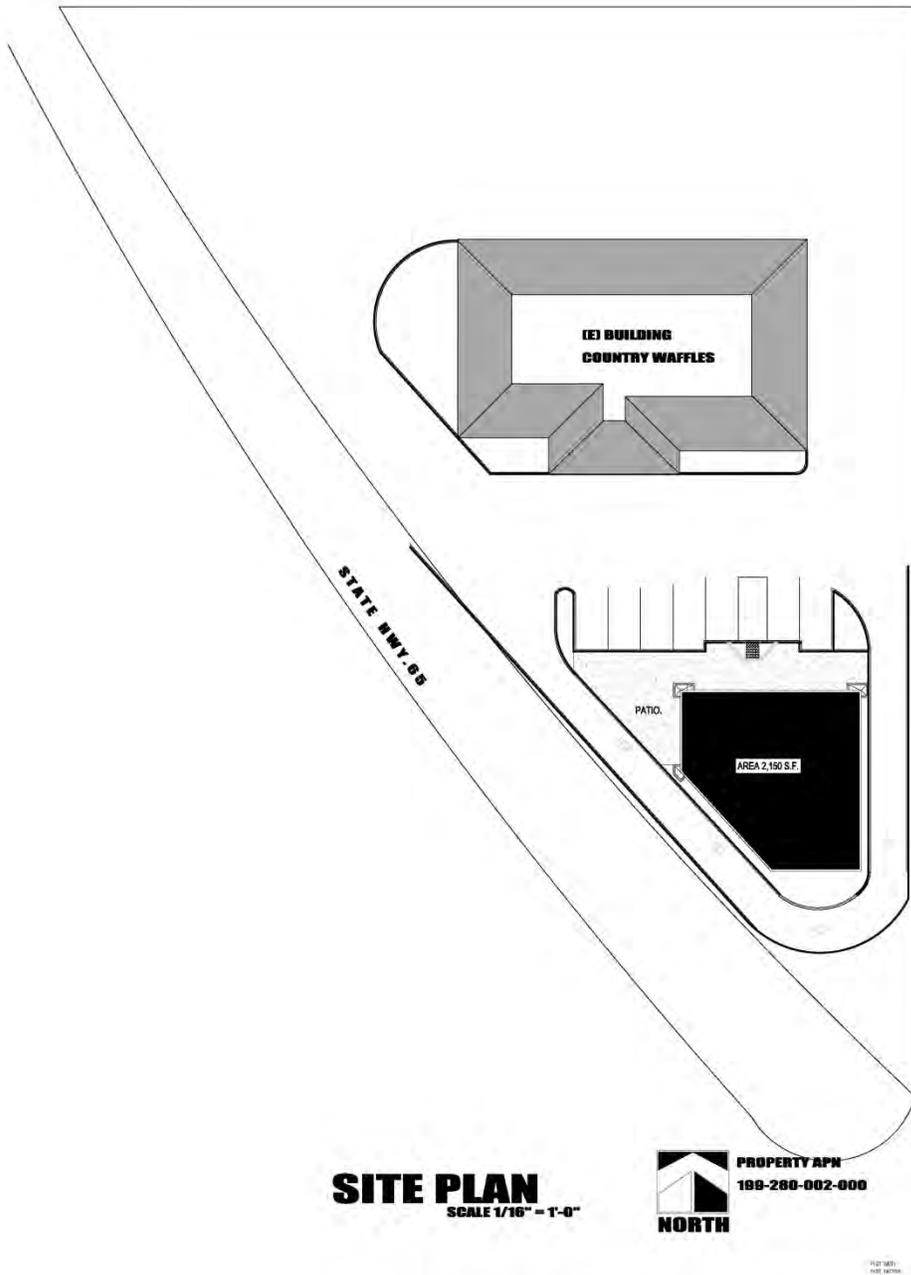
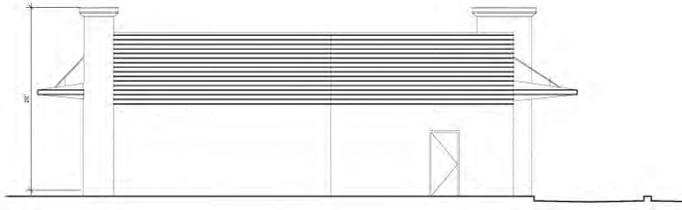
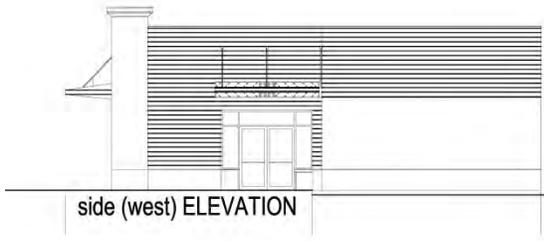


Figure 3 Site Plan



REAR (NORTH) ELEVATION

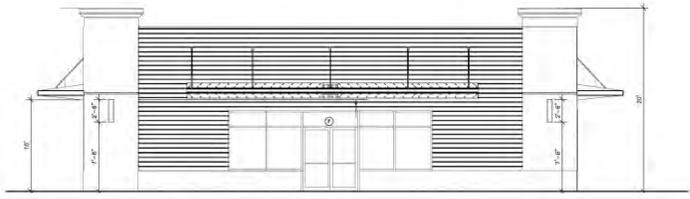
- KEYED NOTES**
1. AS SHOWN ON SHEET WITH LAYOUT AND LOCATED TO BE EXISTING.
 2. NEW WORK TO BE SHOWN WITH DASHED LINES AND DIMENSIONS TO BE SHOWN WITH DASHED LINES.
 3. DIMENSIONS TO FACE UNLESS NOTED OTHERWISE.
 4. FINISHES TO BE SHOWN WITH DASHED LINES AND DIMENSIONS TO BE SHOWN WITH DASHED LINES.
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side (west) ELEVATION



side (east) ELEVATION



FRONT ELEVATION SCALE 1/4" = 1'-0"

BUILDING ADDITION
 380 CALIFORNIA 65
 LINDSAY CA93247
 DATE: 12-22-2014
 A2.0

Figure 5 Building Elevations.

3.2

Project Background and Objectives

Background: The project site is part of the Country Waffle property, created in 1987 by Parcel Map 3487, which split a 3.14 acre lot into two parcels to accommodate a motel (now Super 8) to the north and a restaurant (now Country Waffle) to the south. Parcel 1 (Super 8) is 2.19 acres and Parcel 2 (Country Waffle) is .95 acres in area. The map included a non-exclusive easement for parcels 1 and 2 for driving, parking, and walking in areas designated as the parking lot and adjoining driveways and sidewalks as well as a reciprocal drainage easement. Parcel Map 3487 additionally required a thirty foot wide setback line located along the easterly line of parcels 1 and 2.

Surrounding land uses for the project site include:

- North: Super 8 Motel (highway commercial use).
- South: Hermosa Street and to the south of Hermosa Street, the Olivewood Plaza.
- East: Burger King (highway commercial use) and vacant land.
- West: Highway 65 and to the west of Hwy 65, vacant land.

Objectives: Project objectives include creating a drive-through opportunity for Subway restaurant customers in a new location, developing an underutilized portion of commercially zoned property, and reducing landscape irrigation water usage for private, commercially owned property.

3.3

Project Site and Surrounding Uses

The New Subway restaurant project would occur within the southernmost portion of a substantially developed .95 acre parcel. The project site is comprised of a portion of a parking lot and adjacent lawn area. The project site is bordered by commercial uses (highway commercial and central commercial) and transportation corridors.

Surrounding land uses for the project site include:

- North: Super 8 Motel.
- South: Hermosa Street and Olivewood Plaza.
- East: Burger King.
- West: Highway 65 and vacant land.

3.4 Construction Schedule and Activities

The proposed project includes the construction of the restaurant, a drive-through, patio and sidewalk areas, refurbished parking, including van-accessible handicapped parking, lighting, signage, and landscaping. The project would be constructed entirely on privately owned property. There are no right-of-way or property acquisitions included as part of this proposed project. Construction of the proposed project is anticipated to begin during the summer of 2015.

4.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

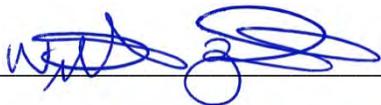
The environmental factors checked below would be potentially affected by this project involving at least one impact that is a “Less than Significant Impact with Mitigation” as indicated by the checklist on the following pages.

X	Aesthetics		Agricultural Resources
X	Air Quality		Biological Resources
X	Cultural Resources		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: 3/4/2015

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

Discussion:

a – b). No impact. There are no designated State Scenic Highways located within or adjacent to the project area. The project site is located near the western extent of the city’s urban development and is generally bordered by highways, commercial uses, and vacant land. Views of foothills are currently available from the project site only to the northeast. All other views are blocked by existing structures. The project involves the installation of the restaurant, a drive-through, patio and sidewalk areas, refurbished parking, including van-accessible handicapped parking, lighting, signage, and landscaping 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 is substantially developed, the visual character of the site and its surroundings will not be degraded.

c – d). Less than significant impact. The project area is substantially developed; however, grass and several trees will be removed to facilitate construction. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

No impact. The project will be completed on substantially developed commercial property. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a). Less Than Significant Impact. The proposed project is located within the boundaries of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD is responsible for bringing air quality in the City into compliance with federal and state air quality standards. The proposed project does not include land use changes that would conflict with the long-range air quality projects of the San Joaquin Valley Air Pollution Control district. The current land use designation for the proposed project is Highway Commercial, as outlined in the City’s General Plan and the project would be consistent with the land use designation for the site, as adopted in the City of Lindsay General Plan. Since the project would not result in a change of land use, there would not be an increase in vehicle miles traveled unaccounted for in regional emissions inventories. Therefore, the project would not conflict with or obstruct implementation of any SJVAPCD plans or guidelines and impacts would be less than significant.

b). Less Than Significant Impact with Mitigation. Construction of the proposed project involves grading, excavation, and use of construction equipment. Project construction would result in short-term air pollutant emissions from use of construction equipment, earth-moving activities (grading), construction workers’ commutes, materials deliveries and short-distance earth and debris hauling.

To aid in evaluating potentially significant construction and/or operational impacts of a project, SJVAPCD has prepared an advisory document, the Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI), which contains standard procedures for addressing air quality in CEQA documents (SJVAPCD, 2002) The guide was adopted in 1998 and revised in 2002.

GAMAQI presents a three-tiered approach to air quality analysis. The Small Project Analysis Level (SPAL) is first used to screen the project for potentially significant impacts. A project that meets the screening criteria at this level requires no further analysis and air quality impacts of the project may be deemed less than significant. If a project does not meet all the criteria at this screening level, additional screening is recommended at the Cursory Analysis Level and, if warranted, the Full Analysis Level.

Table 1 below (from GAMAQI 5-3(b), which SJVAPCD recommends using as part of the initial screening process, shows the maximum trips per day to be considered a SPAL project. According to the ITE Trip Generation Report (7th Edition), the operation of a 2,150 square foot fast food restaurant with drive-through window would result in approximately 1,174 daily trips. Therefore, the project meets the SPAL criterion for project type and is excluded from quantifying criteria pollutant emissions for CEQA purposes.

**Table 1
Small Project Analysis Level (SPAL) by vehicle trips**

Land Use Category	Project Size
Residential Housing	1,453 trips/day
Commercial	1,673 trips/day
Office	1,628 trips/day
Institutional	1,707 trips/day
Industrial	1,506 trips/day

Source: SJAPCD-GAMAQI, 2002

SJVAPCD Regulation VIII mandates requirements, as seen in Table 2, for any type of ground moving activity and would be adhered to during the construction. In addition to Regulation VIII, 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), Rule 4102 (Nuisance), 4103 (Open Burning), Rule 4601 (Architectural Coatings), Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations) Rule 4901 (Wood Burning Fire Places and Wood Burning Heaters), and Rule 9510 (Indirect Source Review). The developer shall specifically demonstrate compliance with San Joaquin Valley Air Pollution Control District Rule 9510 (Indirect Source Review), including payment of all applicable fees, prior to the issuance of the first building permit. This measure will be monitored by the City of Lindsay through the plan check process and construction. During construction, air quality impacts would be less than SJVAPCD thresholds for non-attainment pollutants and operation of the project would not result in impacts to air quality standards for criteria pollutants. As such, any impacts would be less than significant.

**Table 2
SJVAPCD Regulation VIII Measures**

<p>The following controls are required to be implemented at all construction sites in the San Joaquin Valley Air Basin</p> <ul style="list-style-type: none"> • All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover. • All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant. • All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking. • With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition. • When materials are transported off-site, all materials shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained. • All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions). (Use of blower devices is expressly forbidden). • Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant. • Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday. • Any site with 150 or more vehicle trips per day shall prevent carryout and trackout.

c). Less Than Significant Impact. The SJVAPCD accounts for cumulative impacts to air quality in its “Guide for Assessing and Mitigating Air Quality Impacts” Technical Document Information for Preparing Air Quality Sections in EIRs” and its “Guide for Assessing and Mitigating Air Quality Impacts”. The SJVAPCD considered basin-wide cumulative impacts to air quality when developing its significance thresholds (SJVAPCD, 2002b). The number of vehicle trips per year required to operate the proposed project would be substantially less than expected from a project requiring a quantitative analysis by the SJVAPCD. The operation of the proposed project would result in impacts to air quality far below those considered to be significant. As a result, the cumulative impacts to air quality from construction/operation of the proposed project are considered to be less than significant.

d). Less Than Significant Impact. The site is surrounded on all sides by urban uses (State Highway 65 and highway commercial). The project does not include any project components identified by the California Air Resources Board that could potentially impact any sensitive receptors. These include heavily traveled roads, distribution centers, fueling stations and dry cleaning operations. The proposed project would not expose sensitive receptors to substantial pollutant concentrations and therefore there will be less than significant impacts.

e). Less Than Significant Impact. The project will create temporary typical construction odors as the project develops. The proposed project will not introduce a conflicting land use (surrounding land includes State Highway 65 and highway commercial) to the area and will does not have any component that would typically emit odors. The project would not create objectionable odors affecting a substantial number of people and therefore there will be less than significant impacts.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 western extent of the city’s urban development and is surrounded by urban uses. The lawn area and trees are routinely sprayed for pest/weed control and the area is regularly mowed. 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

a – d). Less Than Significant with Mitigation. There are no known historical, archaeological or paleontological resources located within the project area; however, it is impossible to know if undiscovered underground historical resources are present. Implementation of the mitigation measure below will ensure that impacts to this checklist item will be less than significant with mitigation incorporation.

Pursuant to CEQA Guidelines 15064.5 (f), provisions for historical or unique archaeological resources accidentally discovered during construction should be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist or paleontologist shall be contacted to assess the significance of the find. If any find is determined to be significant, project proponents and the qualified archaeologist and/or paleontologist would meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards. If the discovery includes human remains, CEQA Guidelines 15064.5 (e)(1) shall be followed.

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:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

No impact. The project will consist of constructing a single-story restaurant and installing ground-level flatwork (curbing, gutters, patio and sidewalk), lighting, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat 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 Title 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.

Construction: Greenhouse gas emissions, generated during construction, would include activities such as site preparation, grading, the construction of the building, paving, etc. The SJVAPCD does not have a recommendation for assessing the significance to construction-related emissions. Construction activities occurring before 2020, the year when the State is required to reduce its GHG emissions to 1990 levels, are therefore considered less than significant.

Operation: The project will include long-term emissions over the lifetime of the project that include mobile operations, waste generated, water consumed, and energy consumed. The U.S. Environmental Protection Agency published a rule for the mandatory reporting of greenhouse gases (GHG) from sources that in general emit 25,000 metric tons or more of carbon dioxide equivalent (CO₂e) per year. Project operational GHG emissions were calculated using CalEEMod based on .05 acres of development and a 2,150 square foot fast-food restraint with drive-through service. This project is estimated to produce 626.8 metric tons per year of CO₂e, which is well below the 25,000 metric tons action threshold for greenhouse gas emissions. The CalEEMod output files can be seen in Attachment A.

b). – No impact. The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a). **Less Than Significant Impact:** The project itself will not violate any water quality standards of waste discharge requirements. The project will tie into an existing sewer line within the Caltrans right-of-way and discharge to the City's wastewater treatment plant. The City Services department will regularly monitor the waste water discharge to meet City requirements. This project will have minimal impacts on the water quality and waste discharge requirements and therefore there will be a less than significant impact.

b). **Less Than Significant Impact:** The City of Lindsay (and proposed Project site) is located in the Kaweah Sub-basin portion of the Tulare Lake Basin, an area significantly affected by overdraft. The Department of Water Resources (DWR) has estimated the groundwater by hydrologic region and for the Tulare Lake Basin; the total overdraft is estimated at 820,000 acre-feet per year, the greatest overdraft projected in the state, and 56 percent of the statewide total overdraft (Tulare County General Plan, 2012). The proposed project will connect to the City's water system, which is served by a mix of both ground and surface water.

Site landscaping is currently irrigated with city water. This irrigation requirement would end with the removal of the grass area. For comparison, the existing Lindsay Subway Restaurant uses approximately 9,912 gallons of water per month currently and it is expected that the water consumption within the new restaurant would likely decrease due to updated plumbing, fixtures, and policies.

The City has outlined a number of short and long term capital improvement projects to assist with providing its residents with adequate water supply. In addition, the project will be required to adhere to all City and State mandated water conservation measures and regulations. Therefore, the proposed project would not substantially deplete ground water supplies or interfere substantially with groundwater recharge. The project will result in less than significant impacts.

c – d). Less Than Significant Impact. The proposed project will alter the existing drainage pattern with the development of the project site; however, the project will be connected with the City’s existing stormwater drainage system. There are no rivers, streams, or other water courses that will be impacted with the development of this project, and therefore there will be less than significant impacts.

e). Less Than Significant Impact. The proposed project will tie into the City’s existing stormwater drainage system. Construction and grading activities would create a potential for surface water to carry sediment from onsite erosion into the storm water system and downstream waterways. However, implementation of adopted management practices and compliance with the provisions of the National Pollutant Discharge Elimination System (NPDES) permit will ensure that these impacts remain less than significant.

f). No Impact. The project is not a source which would otherwise create substantial degradation of water quality.

g – h). No Impact. The site is not within a 100-year flood hazard zone (FEMA Flood Insurance Rate Map, Panel 06107C1305E). There is no impact.

i – j) No Impact. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 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 Impact with Mitigation. Construction activities associated with implementation of the proposed project could temporarily increase ambient noise levels. Typical construction equipment would include scrapers, backhoes, drilling rigs and miscellaneous equipment (i.e. pneumatic tools, generators and portable air compressors). Typical noise levels generated by this type of construction equipment at various distances from the noise source are scraper, dump truck, water, truck, backhoe, and generator. High noise levels resulting from construction activities shall be limited to the hours of 6:00 a.m. to 10:00 p.m., including weekends and holidays. Implementation of the mitigation would reduce impacts to less than significant.

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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

No impact. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a - b). Less Than Significant Impact. According to the ITE Trip Generation Report (7th Edition), the operation of a 2,150 square foot fast food restaurant with drive-through window would result in approximately 1,174 daily trips. Per a project review by Caltrans, stated in Letter, 6-TUL-65-29.53 +/-

2135-IGR/CEQA, FAST FOOD RESTAURANT, PRELIMINARY REVIEW, dated February 4, 2015 the project would not cause a significant increase in traffic and neither a traffic study nor mitigation are required. 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.

c – f.) No impact. 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, having dedicated as well as shared 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a – g) Less Than Significant Impact. During construction, the project will utilize portable restroom facilities that will be provided by the construction contractor for the construction workers. The wastewater would be contained within the portable unit and disposed of at an approved site according to regulations. The project itself will not violate any water quality standards or waste discharge requirements. The project will tie into the existing sewer, water, and stormwater lines within Hermosa Street. Wastewater will discharge to the City's wastewater treatment plant and the Public Works department will regularly monitor the waste water discharge to meet City requirements. Stormwater will discharge into one of the six stormwater drainage basins within the City limits. The project would not significantly impact water supplies nor would it significantly impact a landfill. The project would comply with federal, state, and local statutes and regulations related to solid waste and is anticipated to recycle at least 50% of its solid waste per local policies.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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), Rule 4901 (Wood Burning Fire Places and Wood Burning Heaters), and Rule 9510 (Indirect Source Review). The developer shall specifically demonstrate compliance with San Joaquin Valley Air Pollution Control District Rule 9510 (Indirect Source Review), including payment of all applicable fees, prior to the issuance of the first building permit.

Cultural Resources

CR 1: Pursuant to CEQA Guidelines 15064.5 (f), provisions for historical or unique archaeological resources accidentally discovered during construction should be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist or paleontologist shall be contacted to assess the significance of the find. If any find is determined to be significant, project proponents and the qualified archaeologist and/or paleontologist would meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards. If the discovery includes human remains, CEQA Guidelines 15064.5 (e)(1) shall be followed.

Noise

NO 1: High noise levels resulting from construction activities shall be limited to the hours of 6:00 a.m. to 10:00 p.m, including weekends and holidays.

9.0 REFERENCES

City of Lindsay Municipal Code, Title 18: Zoning

San Joaquin Valley Air Pollution Control District. 2002. Guide For Assessing And Mitigating Air Quality Impacts

California Emissions Estimator Model Version: CalEEMod.2013.2.2

ITE Trip Generation Report (7th Edition)

Caltrans Letter, 6-TUL-65-29.53

New Subway Restaurant (SPR 15-03)
San Joaquin Valley Unified APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant with Drive Thru	2.00	1000sqft	0.05	2,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	45
Climate Zone	7			Operational Year	2016
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use -
- Construction Phase -
- Mobile Land Use Mitigation -
- Area Mitigation -
- Water Mitigation -
- Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	OperationalYear	2014	2016

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	0.1005	0.8338	0.5031	6.9000e-004	2.2800e-003	0.0580	0.0603	7.8000e-004	0.0536	0.0544	0.0000	65.3271	65.3271	0.0184	0.0000	65.7142
Total	0.1005	0.8338	0.5031	6.9000e-004	2.2800e-003	0.0580	0.0603	7.8000e-004	0.0536	0.0544	0.0000	65.3271	65.3271	0.0184	0.0000	65.7142

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	0.1005	0.8338	0.5031	6.9000e-004	2.2800e-003	0.0580	0.0603	7.8000e-004	0.0536	0.0544	0.0000	65.3271	65.3271	0.0184	0.0000	65.7141
Total	0.1005	0.8338	0.5031	6.9000e-004	2.2800e-003	0.0580	0.0603	7.8000e-004	0.0536	0.0544	0.0000	65.3271	65.3271	0.0184	0.0000	65.7141

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	9.2000e-003	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-005	4.0000e-005	0.0000	0.0000	4.0000e-005
Energy	1.0800e-003	9.8100e-003	8.2400e-003	6.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	31.2045	31.2045	1.1500e-003	3.9000e-004	31.3498
Mobile	0.8301	1.6558	7.9227	7.2400e-003	0.3802	0.0190	0.3991	0.1021	0.0174	0.1195	0.0000	588.3706	588.3706	0.0236	0.0000	588.8658
Waste						0.0000	0.0000		0.0000	0.0000	4.6769	0.0000	4.6769	0.2764	0.0000	10.4813
Water						0.0000	0.0000		0.0000	0.0000	0.1926	0.9788	1.1714	0.0198	4.8000e-004	1.7355
Total	0.8403	1.6656	7.9309	7.3000e-003	0.3802	0.0197	0.3999	0.1021	0.0182	0.1203	4.8695	620.5539	625.4234	0.3210	8.7000e-004	632.4324

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	8.6200e-003	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-005	4.0000e-005	0.0000	0.0000	4.0000e-005
Energy	1.0800e-003	9.8100e-003	8.2400e-003	6.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	31.2045	31.2045	1.1500e-003	3.9000e-004	31.3498
Mobile	0.8301	1.6558	7.9227	7.2400e-003	0.3802	0.0190	0.3991	0.1021	0.0174	0.1195	0.0000	588.3706	588.3706	0.0236	0.0000	588.8658
Waste						0.0000	0.0000		0.0000	0.0000	2.3385	0.0000	2.3385	0.1382	0.0000	5.2406
Water						0.0000	0.0000		0.0000	0.0000	0.1626	0.7289	0.8914	0.0167	4.0000e-004	1.3668
Total	0.8398	1.6656	7.9309	7.3000e-003	0.3802	0.0197	0.3999	0.1021	0.0182	0.1203	2.5010	620.3040	622.8050	0.1797	7.9000e-004	626.8231

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	48.64	0.04	0.42	44.02	9.20	0.89

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2015	6/12/2015	5	10	
2	Site Preparation	Site Preparation	6/13/2015	6/15/2015	5	1	
3	Grading	Grading	6/16/2015	6/17/2015	5	2	
4	Building Construction	Building Construction	6/18/2015	11/4/2015	5	100	
5	Paving	Paving	11/5/2015	11/11/2015	5	5	
6	Architectural Coating	Architectural Coating	11/12/2015	11/18/2015	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,000; Non-Residential Outdoor: 1,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56

Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.0600e-003	0.0597	0.0441	6.0000e-005		4.3700e-003	4.3700e-003		4.1800e-003	4.1800e-003	0.0000	5.4460	5.4460	1.1100e-003	0.0000	5.4694
Total	7.0600e-003	0.0597	0.0441	6.0000e-005		4.3700e-003	4.3700e-003		4.1800e-003	4.1800e-003	0.0000	5.4460	5.4460	1.1100e-003	0.0000	5.4694

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	2.7000e-004	2.6900e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3721	0.3721	2.0000e-005	0.0000	0.3726
Total	2.2000e-004	2.7000e-004	2.6900e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3721	0.3721	2.0000e-005	0.0000	0.3726

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.0600e-003	0.0597	0.0441	6.0000e-005		4.3700e-003	4.3700e-003		4.1800e-003	4.1800e-003	0.0000	5.4460	5.4460	1.1100e-003	0.0000	5.4694
Total	7.0600e-003	0.0597	0.0441	6.0000e-005		4.3700e-003	4.3700e-003		4.1800e-003	4.1800e-003	0.0000	5.4460	5.4460	1.1100e-003	0.0000	5.4694

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	2.7000e-004	2.6900e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3721	0.3721	2.0000e-005	0.0000	0.3726
Total	2.2000e-004	2.7000e-004	2.6900e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3721	0.3721	2.0000e-005	0.0000	0.3726

3.3 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1000e-004	7.1500e-003	3.7000e-003	0.0000		4.4000e-004	4.4000e-004		4.0000e-004	4.0000e-004	0.0000	0.4466	0.4466	1.3000e-004	0.0000	0.4494
Total	7.1000e-004	7.1500e-003	3.7000e-003	0.0000	2.7000e-004	4.4000e-004	7.1000e-004	3.0000e-005	4.0000e-004	4.3000e-004	0.0000	0.4466	0.4466	1.3000e-004	0.0000	0.4494

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.3000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0186	0.0186	0.0000	0.0000	0.0186
Total	1.0000e-005	1.0000e-005	1.3000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0186	0.0186	0.0000	0.0000	0.0186

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1000e-004	7.1500e-003	3.7000e-003	0.0000		4.4000e-004	4.4000e-004		4.0000e-004	4.0000e-004	0.0000	0.4466	0.4466	1.3000e-004	0.0000	0.4494
Total	7.1000e-004	7.1500e-003	3.7000e-003	0.0000	2.7000e-004	4.4000e-004	7.1000e-004	3.0000e-005	4.0000e-004	4.3000e-004	0.0000	0.4466	0.4466	1.3000e-004	0.0000	0.4494

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.3000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0186	0.0186	0.0000	0.0000	0.0186
Total	1.0000e-005	1.0000e-005	1.3000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0186	0.0186	0.0000	0.0000	0.0186

3.4 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4100e-003	0.0119	8.8100e-003	1.0000e-005		8.7000e-004	8.7000e-004		8.4000e-004	8.4000e-004	0.0000	1.0892	1.0892	2.2000e-004	0.0000	1.0939
Total	1.4100e-003	0.0119	8.8100e-003	1.0000e-005	7.5000e-004	8.7000e-004	1.6200e-003	4.1000e-004	8.4000e-004	1.2500e-003	0.0000	1.0892	1.0892	2.2000e-004	0.0000	1.0939

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	5.0000e-005	5.4000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0744	0.0744	0.0000	0.0000	0.0745
Total	4.0000e-005	5.0000e-005	5.4000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0744	0.0744	0.0000	0.0000	0.0745

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4100e-003	0.0119	8.8100e-003	1.0000e-005		8.7000e-004	8.7000e-004		8.4000e-004	8.4000e-004	0.0000	1.0892	1.0892	2.2000e-004	0.0000	1.0939
Total	1.4100e-003	0.0119	8.8100e-003	1.0000e-005	7.5000e-004	8.7000e-004	1.6200e-003	4.1000e-004	8.4000e-004	1.2500e-003	0.0000	1.0892	1.0892	2.2000e-004	0.0000	1.0939

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	5.0000e-005	5.4000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0744	0.0744	0.0000	0.0000	0.0745
Total	4.0000e-005	5.0000e-005	5.4000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0744	0.0744	0.0000	0.0000	0.0745

3.5 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0727	0.7189	0.4149	5.7000e-004		0.0500	0.0500		0.0460	0.0460	0.0000	54.0547	54.0547	0.0161	0.0000	54.3936
Total	0.0727	0.7189	0.4149	5.7000e-004		0.0500	0.0500		0.0460	0.0460	0.0000	54.0547	54.0547	0.0161	0.0000	54.3936

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	2.7000e-004	2.6900e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3721	0.3721	2.0000e-005	0.0000	0.3726
Total	2.2000e-004	2.7000e-004	2.6900e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3721	0.3721	2.0000e-005	0.0000	0.3726

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0727	0.7189	0.4149	5.7000e-004		0.0500	0.0500		0.0460	0.0460	0.0000	54.0546	54.0546	0.0161	0.0000	54.3935
Total	0.0727	0.7189	0.4149	5.7000e-004		0.0500	0.0500		0.0460	0.0460	0.0000	54.0546	54.0546	0.0161	0.0000	54.3935

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	2.7000e-004	2.6900e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3721	0.3721	2.0000e-005	0.0000	0.3726
Total	2.2000e-004	2.7000e-004	2.6900e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3721	0.3721	2.0000e-005	0.0000	0.3726

3.6 Paving - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.0200e-003	0.0289	0.0184	3.0000e-005		1.8100e-003	1.8100e-003		1.6800e-003	1.6800e-003	0.0000	2.4801	2.4801	6.7000e-004	0.0000	2.4943
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.0200e-003	0.0289	0.0184	3.0000e-005		1.8100e-003	1.8100e-003		1.6800e-003	1.6800e-003	0.0000	2.4801	2.4801	6.7000e-004	0.0000	2.4943

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	2.4000e-004	2.4200e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3349	0.3349	2.0000e-005	0.0000	0.3353
Total	1.9000e-004	2.4000e-004	2.4200e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3349	0.3349	2.0000e-005	0.0000	0.3353

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.0200e-003	0.0289	0.0184	3.0000e-005		1.8100e-003	1.8100e-003		1.6800e-003	1.6800e-003	0.0000	2.4801	2.4801	6.7000e-004	0.0000	2.4943
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.0200e-003	0.0289	0.0184	3.0000e-005		1.8100e-003	1.8100e-003		1.6800e-003	1.6800e-003	0.0000	2.4801	2.4801	6.7000e-004	0.0000	2.4943

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	2.4000e-004	2.4200e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3349	0.3349	2.0000e-005	0.0000	0.3353
Total	1.9000e-004	2.4000e-004	2.4200e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3349	0.3349	2.0000e-005	0.0000	0.3353

3.7 Architectural Coating - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0139					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	6.4300e-003	4.7500e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	0.6383	0.6383	8.0000e-005	0.0000	0.6401
Total	0.0149	6.4300e-003	4.7500e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	0.6383	0.6383	8.0000e-005	0.0000	0.6401

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000							

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0139					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	6.4300e-003	4.7500e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	0.6383	0.6383	8.0000e-005	0.0000	0.6401
Total	0.0149	6.4300e-003	4.7500e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	0.6383	0.6383	8.0000e-005	0.0000	0.6401

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000							

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8301	1.6558	7.9227	7.2400e-003	0.3802	0.0190	0.3991	0.1021	0.0174	0.1195	0.0000	588.3706	588.3706	0.0236	0.0000	588.8658
Unmitigated	0.8301	1.6558	7.9227	7.2400e-003	0.3802	0.0190	0.3991	0.1021	0.0174	0.1195	0.0000	588.3706	588.3706	0.0236	0.0000	588.8658

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	992.24	1,444.06	1085.44	999,821	999,821
Total	992.24	1,444.06	1,085.44	999,821	999,821

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant with Drive	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.413014	0.062673	0.156172	0.176687	0.051255	0.007895	0.018867	0.100331	0.001803	0.001598	0.006448	0.000946	0.002310

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	20.5296	20.5296	9.4000e-004	2.0000e-004	20.6100
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	20.5296	20.5296	9.4000e-004	2.0000e-004	20.6100
NaturalGas Mitigated	1.0800e-003	9.8100e-003	8.2400e-003	6.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	10.6749	10.6749	2.0000e-004	2.0000e-004	10.7399
NaturalGas Unmitigated	1.0800e-003	9.8100e-003	8.2400e-003	6.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	10.6749	10.6749	2.0000e-004	2.0000e-004	10.7399

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant with Drive Thru	200040	1.0800e-003	9.8100e-003	8.2400e-003	6.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	10.6749	10.6749	2.0000e-004	2.0000e-004	10.7399
Total		1.0800e-003	9.8100e-003	8.2400e-003	6.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	10.6749	10.6749	2.0000e-004	2.0000e-004	10.7399

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant with Drive Thru	200040	1.0800e-003	9.8100e-003	8.2400e-003	6.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	10.6749	10.6749	2.0000e-004	2.0000e-004	10.7399
Total		1.0800e-003	9.8100e-003	8.2400e-003	6.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	10.6749	10.6749	2.0000e-004	2.0000e-004	10.7399

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use		Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	tons/yr	MT/yr			
Fast Food Restaurant with Drive	71740		20.5296	9.4000e-004	2.0000e-004	20.6100
Total			20.5296	9.4000e-004	2.0000e-004	20.6100

Mitigated

	Electricity Use		Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	tons/yr	MT/yr			
Fast Food Restaurant with Drive	71740		20.5296	9.4000e-004	2.0000e-004	20.6100
Total			20.5296	9.4000e-004	2.0000e-004	20.6100

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	8.6200e-003	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-005	4.0000e-005	0.0000	0.0000	4.0000e-005
Unmitigated	9.2000e-003	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-005	4.0000e-005	0.0000	0.0000	4.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.3900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	7.8100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-005	4.0000e-005	0.0000	0.0000	4.0000e-005
Total	9.2000e-003	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-005	4.0000e-005	0.0000	0.0000	4.0000e-005

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.3900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	7.2300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-005	4.0000e-005	0.0000	0.0000	4.0000e-005

Total	8.6200e-003	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-005	4.0000e-005	0.0000	0.0000	4.0000e-005
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7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Turf Reduction

		Total CO2	CH4	N2O	CO2e
Category	tons/yr	MT/yr			

Mitigated		0.8914	0.0167	4.0000e-004	1.3668
Unmitigated		1.1714	0.0198	4.8000e-004	1.7355

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use		Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr	MT/yr			
Fast Food Restaurant with Drive	0.607067 / 0.038749		1.1714	0.0198	4.8000e-004	1.7355
Total			1.1714	0.0198	4.8000e-004	1.7355

Mitigated

	Indoor/Outdoor Use		Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr	MT/yr			
Fast Food Restaurant with Drive	0.512365 / - 0.0642006		0.8914	0.0167	4.0000e-004	1.3668
Total			0.8914	0.0167	4.0000e-004	1.3668

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

		Total CO2	CH4	N2O	CO2e
	tons/yr	MT/yr			
Mitigated		2.3385	0.1382	0.0000	5.2406
Unmitigated		4.6769	0.2764	0.0000	10.4813

8.2 Waste by Land Use

Unmitigated

	Waste Disposed		Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr	MT/yr			
Fast Food Restaurant with Drive Thru	23.04		4.6769	0.2764	0.0000	10.4813
Total			4.6769	0.2764	0.0000	10.4813

Mitigated

	Waste Disposed		Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr	MT/yr			
Fast Food Restaurant with Drive Thru	11.52		2.3385	0.1382	0.0000	5.2406
Total			2.3385	0.1382	0.0000	5.2406

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

DEPARTMENT OF TRANSPORTATION**DISTRICT 6**

1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 488-7396
FAX (559) 488-4088
TTY 711
www.dot.ca.gov



*Serious drought.
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February 4, 2015

6-TUL-65-29.53 +/-
2135-IGR/CEQA
FAST FOOD RESTAURANT
PRELIMINARY REVIEW

Mr. William Zigler
Director - Planning & Economic Development
City of Lindsay
251 East Honolulu Street
Post Office Box 369
Lindsay, CA 93247

Dear Mr. Zigler:

Thank you for directing the property owner's architect to consult with Caltrans to complete a preliminary review of a proposed new 2,000 square foot fast food restaurant with drive-thru (ie: Subway) located at on the northeast corner of the State Route (SR) 65/Hermosa Street intersection. Caltrans has the following comments:

1. Based on the information and preliminary site plan (dated 12-23-14) provided per a meeting with the property owner and the architect (Imelda Golik Inc.) on January 26, 2015, Caltrans estimates that the proposed project would generate approximately 50 trips during the weekday PM peak hour period (per the ITE Trip Generation Manual, 9th Edition). Caltrans anticipates that 90 percent of these trips would have a direct impact to the SR 65/ Hermosa Street intersection.
2. A traffic impact study is not required by Caltrans at this time. Since the intersection is currently signalized with all turn lanes present and currently operating at an acceptable level of service (LOS), additional mitigation is not required at this time.
3. However due to the continuing development within the vicinity, it is anticipated that the operations of the intersection will fall to an unacceptable LOS in the near future. It is recommended that the project proponent contribute towards the City's development impact fee program to fund future improvements to local and State transportation facilities in this area.
4. No new direct access from the proposed development to SR 65 shall be allowed. This segment of SR 65 is classified as an expressway. It is critically important to Caltrans to maintain access control along the mainline of SR 65.

5. If a driveway is to be shared by two or more property owners, an access easement (or an agreement acceptable to the State) needs to be executed between the parties and submitted to the Encroachment Permit office before a permit is issued for any work in the State right of way.
6. Any existing or proposed driveways accessing State right-of-way must meet current State standards.
7. Caltrans recommends that a minimum six feet wide sidewalk be installed along the SR 65 to provide access for pedestrians and be constructed to meet current ADA standards or other applicable State or Federal accessibility and safety requirements.
8. A sidewalk and landscape maintenance agreement will be required.
9. An encroachment permit must be obtained for all proposed activities for placement of encroachments within, under or over the State highway rights-of-way. Activity and work planned in the State right-of-way shall be performed to State standards and specifications, at no cost to the State. Engineering plans, calculations, specifications, and reports (documents) shall be stamped and signed by a licensed Engineer or Architect. Engineering documents for encroachment permit activity and work in the State right-of-way may be submitted using English Units. The Permit Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an encroachment permit is issued. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations." Encroachment permits do not run with the land. A change of ownership requires a new permit application. Only the legal property owner or his/her authorized agent can pursue obtaining an encroachment permit. Please call the Caltrans Encroachment Permit Office - District 6: 1352 W. Olive, Fresno, CA 93778, at (559) 488-4058.
10. Advertising signs within the immediate area outside the State right-of-way need to be cleared through the Caltrans Division of Traffic Operations, Office of Outdoor Advertising. The project proponent must construct and maintain the advertising signs without access to the State Routes. Please contact the Outdoor Advertising Program, P.O. Box 942874, MS-36, Sacramento, CA 94274-0001, Phone (916) 654-6473, FAX (916) 651-9359 for additional information or to obtain a sign permit application. Additional information on Caltrans Outdoor Advertising Permit requirements may also be found on the Internet at www.dot.ca.gov/hq/oda.
11. Any proposed landscaping plans shall meet current standards as determined by the District Landscape Architect. Proposed landscaping needs to be low growing, less than two feet in height, due to sight distance concerns. All features of landscaping shall be evaluated for type, location and site visibility conflicts during the encroachment review process. All permits for landscaping in conventional highway right-of-way must be accompanied by a "District" approved maintenance agreement obligating a local agency or the permittee to maintaining the landscaping. Said maintenance agreement must accompany and be approved

Mr. William Zigler
February 4, 2015
Page 3 of 3

prior to issuance of the landscape permit. Proposed landscape projects in access control rights-of-way require an exception process, and approval is subject to the Headquarters Departmental approval process.

12. Dust control measures shall be implemented on the site in a manner to prevent dust from entering the State right-of-way.
13. No water from the proposed project shall flow into the State right-of-way without approval from the District Hydraulic Engineer.
14. As you are aware, Caltrans is currently working on a re-alignment project for SR 65. The project is currently in the Project Approval & Environmental Document Phase. The proposed re-alignment is to the west of the current SR 65. An alternative design that is being reviewed proposes the realignment beginning at Lindmore Street, extending north and ending at Avenue 300, just north of the SR 65/SR 198 interchange. Once this project is completed the current SR 65 right-of-way will be relinquished to the City.

If you have any other questions, please call me at (559) 488-7396.

Sincerely,



DAVID DEEL
Associate Transportation Planner
North Planning Branch

Copy via Email: Imelda Golik – Imelda Golik Inc.

DATE : August 9, 2016
TO : Mayor Padilla and City Council Members
FROM : Michael Camarena, City Services Director
RE : Resolution 16-37 Declaring Well 15 Upgrade Project as an Emergency

BACKGROUND

Well 15 is located on Avenue 188, just north of Avenue 240, approximately 4 miles northeast of the City. This well has the ability to produce 1,200-1,300 gallons per minute under normal circumstances.

The equipment, both electronic control and motor, have been demanding more manpower and attention due to the age of the equipment and changes in technology. This older equipment is more difficult to support and replacement parts are not readily accessible.

Based on a complete review of the systems by a qualified pump and electrical contractor, either of these components (electrical and/or motor) can create catastrophic issues with this well and render it useless to our water system.

While we have been managing the water supply demand with our treatment plant, Well 15 and Well 14, the production values of Well 15 have dropped substantially. 700-800 gpm are the typical values we are achieving at an 80%-85% demand. To increase demand on this well could put this well equipment into an overload situation and create failure.

There are few contractors in our area able to provide the equipment and installation services needed for this size of project (municipal well application). Working with local qualified contractor, staff has assembled the list of equipment required to increase this wells efficiency, create remote control of the pumping capabilities and to create a more secure water supply.

CURRENT SITUATION

Based on the review of the well and the system, the equipment needed for this project could take 4 to 8 weeks for delivery once ordered. To create bidding documents, hold a formal bid process and award a bid and commence the project would take a minimum of 6 weeks.

REQUESTED ACTION

The proposed project to update both well and electronic controls is identified in this current year Capital Improvement Program. The estimate cost for the project is \$175,000 and the funding source is the water enterprise fund.

The request this evening to declare this project as an emergency and allow staff to forgo formal bidding procedures. As reviewed by city legal counsel, the action that Council could follow is Public Contract Code section 22050, which states:

“(a)(1) In the case of an emergency, a public agency, pursuant to a four-fifths vote of its governing body, may repair or replace a public facility, take any directly related and immediate action required by that emergency, and procure the necessary equipment, services, and supplies for those purposes, without giving notice for bids to let contracts.

(2) Before a governing body takes any action pursuant to paragraph (1), it shall make a finding, based on substantial evidence set forth in the minutes of its meeting, that the

emergency will not permit a delay resulting from a competitive solicitation for bids, and that the action is necessary to respond to the emergency.”

The statute also requires the City must continue to review the matter at every regular meeting until the emergency is no longer present.

Resolution 16-37 requires a 4/5 vote for approval.

The requested action will save the time needed to move quickly on this project. Staff will work closely with the selected contractors and consultants to assure that the most competitive prices and opportunities are achieved. With this in mind, there may be financing opportunities created for the City by select contractors; if these are made available, staff will present the options to Council as part of the required review.

REQUESTED ACTION

1. To approve Resolution 16-37 Declaring Well 15 Upgrade Project as an Emergency and authorizing Staff to waive formal bidding procedures;
2. Do not approve Resolution 16-37 and provide direction to staff.

PROJECT BUDGET

Amount: \$175,000

Funding Source: Adopted 2016-2017 Budget, Water Enterprise Fund

Attachments:

1. Resolution 16-37 Declaring Well 15 Upgrade Project as an Emergency.

RESOLUTION NO. 16-37

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINDSAY, DECLARING THE WELL 15 UPGRADE PROJECT AN EMERGENCY AND AUTHORIZING STAFF TO WAIVE FORMAL BIDDING .

At a regularly scheduled meeting of the City Council of the City of Lindsay, held on the 9th day of August 2016, at 6:00 p.m. in the Council Chambers of City Hall, Lindsay California 93247, the following resolution was adopted:

WHEREAS, the City Council of the City of Lindsay was presented with substantial evidence concerning the necessity for the Well 15 Upgrade Project; and

WHEREAS, said City Council having duly received and considered evidence concerning the necessity for the proposed work hereby declares that this emergency will not permit a delay from a competitive solicitation for bids; and

WHEREAS, said City Council declares the Well 15 Upgrade Project an emergency and resolves as follows:

SECTION 1. IT IS HEREBY RESOLVED by the City Council of the City of Lindsay that Public Contract Code section 22050 states that in the case of an emergency, a public agency may repair a public facility and take immediate action required by that emergency without giving notice for bids.

SECTION 2. BE IT FURTHER RESOLVED that the City Council of the City of Lindsay finds and declares the Well 15 Upgrade Project an emergency.

SECTION 3. BE IT FURTHER RESOLVED that staff is authorized to waive formal bidding.

SECTION 4. BE IT FINALLY RESOLVED that the City Council of the City of Lindsay finds and declares the Well 15 Upgrade Project an emergency and authorizes staff to waive the bidding process.

PASSED AND ADOPTED by the City Council of the City of Lindsay this 9th day of August, 2016.

ATTEST:

CITY COUNCIL OF THE CITY OF LINDSAY

Carmela Wilson, City Clerk

Ramona Villarreal-Padilla, Mayor