



SUCCESSOR AGENCY TO THE FORMER LINDSAY REDEVELOPMENT AGENCY  
LINDSAY CITY COUNCIL AGENDA

MEETING: JOINT MEETING  
LOCATION: 251 HONOLULU, LINDSAY, CA 93247  
DATE: TUESDAY, JANUARY 09, 2018  
TIME: 5:55PM

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CALL TO ORDER: 5:55PM

ROLL CALL: Board members Velasquez, Watson, Cortes, Vice Chair Salinas & Chairperson Kimball

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*PUBLIC COMMENT*

*The public is invited to comment on any subject under the jurisdiction of the Successor Agency to the Former Lindsay Redevelopment Agency, 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 Chairperson.*

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*BUSINESS*

**1. CONSIDERATION OF SUCCESSOR AGENCY RESOLUTION 18-01 ADOPTING THE RECOGNIZED OBLIGATION PAYMENT SCHEDULE FOR JULY 1, 2018 THROUGH JUNE 30, 2019.**

*Presented by Bret Harmon, Director of Finance  
(Pages 1-16)*

**2. ADJOURN SUCCESSOR AGENCY MEETING**

[continued next page]



## LINDSAY CITY COUNCIL AGENDA

MEETING: REGULAR MEETING  
LOCATION: 251 HONOLULU, LINDSAY, CA 93247  
DATE: TUESDAY, JANUARY 09, 2018  
TIME: 6:00PM

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CALL TO ORDER: 6:00PM

ROLL CALL: Council members Velasquez, Watson, Cortes, Mayor Pro Tem Salinas & Mayor Kimball

FLAG SALUTE: Council Member Velasquez

INVOCATION: Pastor Matt Sontegard,

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### *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.*

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## **1. COUNCIL MEMBER REPORTS**

*Presented by Council Members*

## **2. LHS STUDENT REPORT**

*Presented by Denise Macias*

## **3. STAFF REPORT & ACTIVITY SUMMARY**

*Presented by Bill Zigler, City Manager*

## **4. CONSENT CALENDAR**

- 4.1. Meeting Minutes for December 12, 2017
- 4.2. Warrant List for January 5, 2018
- 4.3. Treasurer's Report for December 2017
- 4.4. Temporary Use Permit - Circus
- 4.5. DBP Notice  
*(Pages 17-36)*

[continued next page]

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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](http://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 x 8020. 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 AGENDA

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### **5. PUBLIC HEARING & RESOLUTION 18-01: ENVIRONMENTAL REVIEW**

Public Hearing to discuss the environmental impacts of a roundabout

*Presented by Brian Spaunhurst, Assistant City Planner*

*(Pages 37-147)*

### **6. PUBLIC HEARING: ORDINANCE 562 – AMENDING MUNICIPAL CODE PERTAINING TO ACCESSORY AND GARDEN STRUCTURE HEIGHT LIMITATIONS FIRST READING**

*Presented by Brian Spaunhurst, Assistant City Planner*

*(Pages 148-160)*

### **7. ORDINANCE 561: USE ADDITION TO HIGHWAY COMMERCIAL ZONING DISTRICT**

SECOND READING

*Presented by Brian Spaunhurst, Assistant City Planner*

*(Pages 161-168)*

### **8. RESOLUTION 18-02: DEDICATION OF LAND FROM JOE MACIAS**

Resolution allowing for dedication of land from Joe Macias

*Presented by Brian Spaunhurst, Assistant City Planner*

*(Pages 169-175)*

### **9. MINUTE ORDER: ACCEPTANCE OF FINAL MAP (JOE MACIAS DEDICATION)**

Second part of Agenda Item #8

*Presented by Brian Spaunhurst, Assistant City Planner*

*(Pages 176-178)*

### **10. AGREEMENT AUTHORIZATION: CONVERSION OF STREET LAMPS TO LED**

Authorize City Manager, to execute Schedule LS-1. Option E, Energy Efficiency- Light Emitting Diode (LED) Fixture Replacement

*Presented by Brian Spaunhurst, Assistant City Planner*

*(Pages 179-185)*

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## LINDSAY CITY COUNCIL AGENDA

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### **11. INFORMATIONAL ITEM: CITY ENGINEER RESPONSIBLE SUCCESSOR**

*Presented by Michael Camarena, Director of City Services  
(Pages 186-188)*

### **12. RESOLUTION 18-03: ACKNOWLEDGEMENT OF BARGAINING UNIT NEGOTIATIONS**

Acknowledgement of ongoing negotiations with SEIU and soon-to-begin negotiations with LPOA  
*Presented by Bret Harmon, Director of Finance  
(Pages 189-192)*

### **13. FUTURE AGENDA ITEMS**

City Council Members Request for Agenda Items  
*Presented by Mayor Pam Kimball*

### **14. ADJOURN**

The next Regular meeting of the Lindsay City Council is scheduled for Tuesday, January 23, 2018 at 6:00 p.m. at 251 E. Honolulu, Lindsay California 93247.

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## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: 01/09/2018  
AGENDA #: SUCCESSOR AGENCY #1  
STAFF: BRET HARMON, DIRECTOR OF FINANCE

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### AGENDA ITEM

TITLE CONSIDERATION OF SUCCESSOR AGENCY RESOLUTION 18-01 ADOPTING THE RECOGNIZED OBLIGATION PAYMENT SCHEDULE FOR JULY 1, 2018 THROUGH JUNE 30, 2019

ACTION Approve Success Agency Resolution SA18-01

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### RECOMMENDATION

Successor Agency Board to adopt Resolution 18-01 containing the Recognized Obligation Payment Schedule (ROPS) for July 1, 2018 – June 30, 2019

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### BACKGROUND | ANALYSIS

Annually in January, the Successor Agency to the City of Lindsay's Redevelopment Agency is required to approve the ROPS for the upcoming July – June. The Successor Agency submits the ROPS to the Oversight Board, which then approves submittal. The ROPS identify how the City uses ROPS funds to retire obligations related to the dissolved City of Lindsay Redevelopment Agency.

Each year the ROPS for Lindsay contains a request for the full balance due on the obligations associated with the previous Lindsay RDA. The request is never fully funded because there are not sufficient revenues. The City then uses the funds it does receive to pay on three debts (CalHFA – HELP Loan, CalHFA – RDLP Loan and 2015 Bond Refunding) and administrative costs.

The City is very pleased to announce it has followed through on commitments and paid off the entire remaining balance on the CalHFA – HELP Loan. The City has also paid significant payments to the RDLP Loan and will continue to do so until it is paid in full. The City will then apply available ROPS funds to paying the 2015 Bond Refunding.

The current ROPS continues the City's efforts to pay off the bonds.

### ATTACHMENTS

- ROPS July 1, 2018 – June 30, 2019
  - CalHFA – RDLP and CalHFA HELP Loan documents for information only
  - Account report indicating full payment of CalHFA HELP Loan
-

**Recognized Obligation Payment Schedule (ROPS 18-19) - Summary**

Filed for the July 1, 2018 through June 30, 2019 Period

Successor Agency: Lindsay  
 County: Tulare

Current Period Requested Funding for Enforceable Obligations (ROPS Detail)	18-19A Total (July - December)	18-19B Total (January - June)	ROPS 18-19 Total
<b>A Enforceable Obligations Funded as Follows (B+C+D):</b>	<b>\$ 12,443</b>	<b>\$ 12,443</b>	<b>\$ 24,886</b>
B Bond Proceeds	-	-	-
C Reserve Balance	-	-	-
D Other Funds	12,443	12,443	24,886
<b>E Redevelopment Property Tax Trust Fund (RPTTF) (F+G):</b>	<b>\$ 4,524,217</b>	<b>\$ 249,753</b>	<b>\$ 4,773,970</b>
F RPTTF	4,511,717	237,253	4,748,970
G Administrative RPTTF	12,500	12,500	25,000
<b>H Current Period Enforceable Obligations (A+E):</b>	<b>\$ 4,536,660</b>	<b>\$ 262,196</b>	<b>\$ 4,798,856</b>

Certification of Oversight Board Chairman:  
 Pursuant to Section 34177 (o) of the Health and Safety code, I  
 hereby certify that the above is a true and accurate Recognized  
 Obligation Payment Schedule for the above named successor  
 agency.

\_\_\_\_\_  
 Name Title  
 /s/ \_\_\_\_\_  
 Signature Date



## Recognized Obligation Payment Schedule (ROPS 18-19) - Summary

Filed for the July 1, 2018 through June 30, 2019 Period

Successor Agency:

Lindsay

County:

Tulare

### Current Period Requested Funding for Enforceable Obligations (ROPS Detail)

		18-19A Total (July - December)	18-19B Total (January - June)	ROPS 18-19 Total
A	Enforceable Obligations Funded as Follows (B+C+D):	\$ 12,443	\$ 12,443	\$ 24,886
B	Bond Proceeds	-	-	-
C	Reserve Balance	-	-	-
D	Other Funds	12,443	12,443	24,886
E	Redevelopment Property Tax Trust Fund (RPTTF) (F+G):	\$ 2,856,660	\$ 1,917,310	\$ 4,773,970
F	RPTTF	2,844,160	1,904,810	4,748,970
G	Administrative RPTTF	12,500	12,500	25,000
H	Current Period Enforceable Obligations (A+E):	\$ 2,869,103	\$ 1,929,753	\$ 4,798,856

Certification of Oversight Board Chairman:  
Pursuant to Section 34177 (o) of the Health and Safety code, I  
hereby certify that the above is a true and accurate Recognized  
Obligation Payment Schedule for the above named successor  
agency.

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title

/s/

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date



**Lindsay Recognized Obligation Payment Schedule (ROPS 18-19) - Report of Cash Balances**  
**July 1, 2015 through June 30, 2016**  
**(Report Amounts in Whole Dollars)**

Pursuant to Health and Safety Code section 34177 (l), Redevelopment Property Tax Trust Fund (RPTTF) may be listed as a source of payment on the ROPS, but only to the extent no other funding source is available or when payment from property tax revenues is required by an enforceable obligation. For tips on how to complete the Report of Cash Balances Form, see Cash Balance Tips Sheet

A	B	C	D	E	F	G	H	I	
		<b>Fund Sources</b>							
		<b>Bond Proceeds</b>		<b>Reserve Balance</b>		<b>Other</b>	<b>RPTTF</b>		
		Bonds issued on or before 12/31/10	Bonds issued on or after 01/01/11	Prior ROPS period balances and DDR RPTTF balances retained	Prior ROPS RPTTF distributed as reserve for future period(s)	Rent, grants, interest, etc.	Non-Admin and Admin	<b>Comments</b>	
<b>Cash Balance Information for ROPS 15-16 Actuals (07/01/15 - 06/30/16)</b>									
1	<b>Beginning Available Cash Balance (Actual 07/01/15)</b>					26,036	643,440	INCLUDES RPTTF REC'D 6-01-15	
2	<b>Revenue/Income (Actual 06/30/16)</b> RPTTF amounts should tie to the ROPS 15-16 total distribution from the County Auditor-Controller during June 2015 and January 2016.						1,519,258	DEPOSIT DATE/AMT: 6-01-15 \$665,562 / 1/03/16 \$853696	
3	<b>Expenditures for ROPS 15-16 Enforceable Obligations (Actual 06/30/16)</b>						1,357,039	INCLUDES REFUNDING OF 05,07,08 BONDS TO SINGLE ISSUE - CLOSED 6	
4	<b>Retention of Available Cash Balance (Actual 06/30/16)</b> RPTTF amount retained should only include the amounts distributed as reserve for future period(s)						830,391	AUG16 PBI BONDS \$572,328/CALHFA LOANS \$231,063/ADMIN \$12,500	
5	<b>ROPS 15-16 RPTTF Balances Remaining</b>	No entry required							
6	<b>Ending Actual Available Cash Balance (06/30/16)</b> C to G = (1 + 2 - 3 - 4), H = (1 + 2 - 3 - 4 + 5)								
		\$ -	\$ -	\$ -	\$ -	\$ 26,036	\$ (24,732)		

**Lindsay Recognized Obligation Payment Schedule (ROPS 18-19) - Notes July 1, 2018 through June 30, 2019**

**Item #      Notes/Comments**

11      CalHFA Loan No. HELP-080803-06 was PIF 12/31/17

12      CalHFA Loan No. RDLP-090806-03: Per Amendment dated 9/15/15 with CalHFA that eliminated interest accrual from August 2015 provided minimum payments made of \$50k/annum (2X per year) were paid and total would be requested once HELP loan was PIF- Total will now be requested on each ROPS until balance is retired so that all funds not applied to bonds and admin can be applied to reduce/retire the RDLP loan.

**RESOLUTION NO. SA18-01**

**A RESOLUTION OF THE SUCCESSOR AGENCY TO THE FORMER LINDSAY REDEVELOPMENT AGENCY ADOPTING THE RECOGNIZED OBLIGATION PAYMENT SCHEDULE (ROPS) FOR THE PERIOD JULY 1, 2018 THRU JUNE 30, 2019.**

At a Joint meeting of the Successor Agency to the former Redevelopment Agency, duly held on the 9th day of January 2018, at the hour of 6:00 p.m. in the Council Chambers at City Hall, Lindsay, California 93247, the following resolution was adopted:

**WHEREAS**, the City of Lindsay agreed to serve as Successor Agency for the now former Lindsay Redevelopment Agency pursuant to Resolution 12-02 adopted on January 10, 2012, and

**WHEREAS**, the Successor Agency for the now dissolved Lindsay Redevelopment Agency will review the recognized obligation payment schedule on January 9, 2018 in support of adopting the ROPS for the period July 1, 2018 thru June 30, 2019.

**NOW, THEREFORE BE IT RESOLVED**, that the Successor Agency to the former Redevelopment Agency hereby approves the Recognized Obligation Schedule for the period July 1, 2018 thru June 30, 2019 as attached and made a part hereof, contingent upon approval of the Successor Agency.

**PASSED, APPROVED AND ADOPTED** by the Successor Agency to the Former Redevelopment Agency this 9th day of January 2018.

ATTEST:

Successor Agency to the Former  
Lindsay Redevelopment Agency

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Carmela Wilson, City Clerk

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Pamela Kimball, Chairperson

CITY OF LINDSAY            )  
COUNTY OF TULARE        )  
STATE OF CALIFORNIA      )            CITY CLERK CERTIFICATION

I, Bret Harmon, Secretary for the Successor Agency to the Former Lindsay Redevelopment Agency, do hereby certify that the foregoing is a full, true and correct copy of the original Resolution No.SA18-01 adopted by the Successor Agency to the Former Lindsay Redevelopment Agency at a Joint meeting duly held on the 9th day of January, 2018, on motion of \_\_\_\_\_ and second of \_\_\_\_\_ by the following vote, as the same appears of record and on file in my office:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

WITNESS my hand and Corporate Seal of Lindsay this 9<sup>th</sup>day of January 2018.

OFFICE OF THE CITY CLERK OF LINDSAY

\_\_\_\_\_  
Bret Harmon, City Clerk

**CALIFORNIA HOUSING FINANCE AGENCY**  
**THIRD AMENDMENT TO LOAN AGREEMENT**

**Residential Development Loan Program**

**CalHFA Loan No. RDLP- 090806-03**

This amendment ("Amendment"), dated September 18, 2015 amends that certain RDLP Loan Agreement (the "Agreement") made and entered into on August 7, 2007, by and between the Lindsay Redevelopment Agency, a public entity and political subdivision of State of California (the "Borrower"), and the California Housing Finance Agency, a public instrumentality and political subdivision of the State of California (the "Agency"), previously amended April 29, 2010 and July 30, 2013.

**RECITALS**

A. The Agency has authorized the making of a loan in the sum of Three Million, Six Hundred Ninety Thousand and No/100 Dollars (\$3,690,000.00) (the "RDLP Loan") to the Borrower for the purpose of assisting the Borrower in operating a local housing program (the "Project") as more particularly described in the Borrower's loan application to the Agency; and

B. As of August 21, 2015, there remained an unpaid balance due on the RDLP Loan of Four Million Two Hundred Forty-Three Thousand, Six Hundred Ninety-Four and 50/100 Dollars (\$4,243,694.50) consisting of the following:

Original Principal Amt.	\$3,690,000.00
Interest	\$ 553,694.50

C. Borrower has requested and the Agency has agreed to grant an additional extension of time to repay the RDLP Loan balance.

NOW, THEREFORE, in consideration of the mutual promises expressed herein, the parties hereto agree as follows:

1. Recitals. The above recitals are incorporated herein.
2. Term. The term of the Agreement and the time for Borrower to repay the entire unpaid balance of the RDLP Loan is outlined in Section 3 of this amendment.

3. Other terms.

- a. As a condition of the extension, Borrower shall make partial payments to the Agency in the following manner:
  - i. \$25,000 by January 15th of every year beginning 2016
  - ii. \$25,000 by July 15th of every year beginning 2016
- b. The interest rate will be reduced to 0% simple interest effective August 21, 2015. No further interest will accrue on this loan after this date and each and every payment, applied first to accrued interest and then to principal, will reduce the total outstanding balance of \$4,243,694.
- c. City agrees to mail copy of Recognized Obligation Payment Schedule (ROPS) and all support for payments made there from, to CalHFA on each cycle with payment amount.
- d. CalHFA agrees to list the City of Lindsay as "current" as long as a minimum of \$25,000 is paid on each ROPS cycle (minimum payment of \$50,000 per year).
- e. As soon as HELP loan (#080803-06) has been fully paid, the total balance of this loan shall become due and payable and the City shall request this amount on each ROPS going forward from that point. All available funds from the Redevelopment Property Tax Trust Fund (RPTTF) not otherwise obligated, to be applied to this loan until such time as it is paid in full.
- f. Should the City fail to comply with any of the above conditions, or fail to pay HELP loan (#080803-06) as provided in the Second Amendment to the HELP Loan Agreement, the original RDLP loan terms shall apply, and this loan shall immediately become due and payable in full.

4. Except as expressly modified herein, all terms of the Agreement remain in full force and effect.

<b>CALIFORNIA HOUSING FINANCE AGENCY</b>	<b>THE CITY OF LINDSAY (successor agency to Lindsay RDA)</b>
By: _____ Tia Boatman-Patterson Executive Director	By: _____ William Zigler Interim City Manager

**CALIFORNIA HOUSING FINANCE AGENCY**  
**SECOND AMENDMENT TO LOAN AGREEMENT**

**Housing Enabled by Local Partnerships**

**CalHFA Loan No. HELP- 080803-06**

This amendment ("Amendment"), dated September 18, 2015 amends that certain HELP Loan Agreement (the "Agreement") made and entered into on March 30, 2004, by and between the Lindsay Redevelopment Agency, a public entity and political subdivision of State of California (the "Borrower"), and the California Housing Finance Agency, a public instrumentality and political subdivision of the State of California (the "Agency"), previously amended July 30, 2013.

**RECITALS**

A. The Agency has authorized the making of a loan in the sum of One Million, Two Hundred Fifty Thousand and No/100 Dollars (\$1,250,000.00) (the "HELP Loan") to the Borrower for the purpose of assisting the Borrower in operating a local housing program (the "Project") as more particularly described in the Borrower's loan application to the Agency; and

B. As of August 21, 2015, there remained an unpaid balance due on the HELP Loan of One Million Three Hundred Eighty-Nine Thousand, Four Hundred Forty-Four and 13/100 Dollars (\$1,389,444.13) consisting of the following:

Original Principal Amt.	\$1,250,000.00
Interest	\$ 139,444.13

C. Borrower has requested and the Agency has agreed to grant an extension of time to repay the HELP Loan balance.

NOW, THEREFORE, in consideration of the mutual promises expressed herein, the parties hereto agree as follows:

1. Recitals. The above recitals are incorporated herein.
2. Term. The term of the Agreement and the time for Borrower to repay the entire unpaid balance of the HELP Loan is extended to August 21, 2025.

PAID-IN-FULL 12/31/2017 CK# 91433

3. Other terms.

- a. As a condition of the extension, Borrower shall make partial payments to the Agency in the following manner:
  - i. \$50,000 by January 15th of every year beginning 2016
  - ii. \$50,000 by July 15th of every year beginning 2016
- b. The interest rate will be reduced to 0% simple interest effective August 21, 2015. No further interest will accrue on this loan after this date and each and every payment applied first to accrued interest and then to principal, will reduce the total outstanding balance of \$1,389,444.13.
- c. As of 8/21/2015, the total outstanding balance on the HELP loan that is due and payable is \$1,389,444.13. The entire outstanding balance shall requested on every Recognized Obligation Payment Schedule (ROPS) beginning with ROPS 15-16B submission.
- d. City agrees to mail copy of ROPS, and all support for payments made there from, to CalHFA on each cycle with payment amount.
- e. CalHFA agrees to list the City of Lindsay as "current" as long as a minimum of \$50,000 is paid on each ROPS cycle (minimum payment of \$100,000 per year) as well as ALL amounts not specifically slated for other obligations.
- f. Should the City fail to comply with any of the above conditions the original HELP loan terms shall apply, and this loan shall immediately become due and payable in full

4. Except as expressly modified herein, all terms of the Agreement remain in full force and effect.

<b>CALIFORNIA HOUSING FINANCE AGENCY</b>	<b>THE CITY OF LINDSAY (successor agency to Lindsay RDA)</b>
By: _____ Tia Boatman-Patterson Executive Director	By: _____ William Zigler Interim City Manager



CITY OF LINDSAY  
GENERAL LEDGER AUDIT TRAIL

PENTAMATION ENTERPRISES INC  
DATE: 01/05/2018  
TIME: 16:31:00

ACCOUNTING PERIODS: 1/18 THRU 6/18

SELECTION CRITERIA: genledgr.fund='660' genledgr.account like '220%'  
TOTALLED ON: FUND,ACCOUNT,PERIOD  
(INACTIVE ACCOUNTS INCLUDED)

FUND - 660 - RDA OBLIGATION RETIREMENT

ACCOUNT	DATE	T/C	REFERENCE	VENDOR/PAYER	DEBIT	CREDIT	DESCRIPTION	NET
220210	ACCRUED INTEREST					.00	BEGINNING BALANCE	
	07/17/17	19-1	NEW YEAR			210,273.00	BEGINNING BALANCE	
TOTAL	TOTAL PERIOD 1				.00	210,273.00		210,273.00
	ACCRUED INTEREST					210,273.00		
220218	CALHFA - RDLP LOAN					.00	BEGINNING BALANCE	
	07/17/17	19-1	NEW YEAR			4,168,694.50	BEGINNING BALANCE	
TOTAL	TOTAL PERIOD 1				.00	4,168,694.50		4,168,694.50
	09/15/17	20-3	90713	4130 CALIFORNIA HOUSING	25,000.00		CALHFA 090806-03 7/15	
TOTAL	TOTAL PERIOD 3				25,000.00	.00		-25,000.00
	12/29/17	21-6	91433	4130 CALIFORNIA HOUSING	25,000.00		RDLP	
	12/29/17	20-6	91506	4130 CALIFORNIA HOUSING	358,694.50		RDLP 090806-03 AD'L	
TOTAL	TOTAL PERIOD 6				383,694.50	.00		-383,694.50
TOTAL	CALHFA - RDLP LOAN					3,760,000.00	<i>BALANCE @ 12/31/2017</i>	
220221	CALHFA - HELP LOAN					.00	BEGINNING BALANCE	
	07/17/17	19-1	NEW YEAR			435,737.37	BEGINNING BALANCE	
TOTAL	TOTAL PERIOD 1				.00	435,737.37		435,737.37
	09/15/17	20-3	90713	4130 CALIFORNIA HOUSING	50,000.00		CALHFA-080803-06 7/15	
TOTAL	TOTAL PERIOD 3				50,000.00	.00		-50,000.00
	12/29/17	21-6	91433	4130 CALIFORNIA HOUSING	385,737.37		BALANCE HELP	
TOTAL	TOTAL PERIOD 6				385,737.37	.00		-385,737.37
TOTAL	CALHFA - HELP LOAN					.00	<i>BALANCE @ 12/31/2017</i>	
220226	BOND PREMIUM - RDA					.00	BEGINNING BALANCE	
TOTAL	TOTAL PERIOD 1				.00	.00		.00
	BOND PREMIUM - RDA					.00		
220227	BOND PAYABLE					.00	BEGINNING BALANCE	

\* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION

**RDAs OBLIGATION DEBT SERVICE: CalHFA HELP**

DEBT SCHEDULE | RDA OBLIGATION | CalHFA LOAN NO. HELP-080803-06

Original Value	\$	1,352,309	Lender:	CalHFA Loan No. 080803-06
Start Date		8/21/2015	Principal Acct #	660-220-221
Interest Rate		0.0000%		

PAYMENT DATE	PRINCIPAL	ADD. PRINCIPAL	TOTAL PAYMENT	BALANCE	NOTES
1/15/2016	\$ 50,000	\$ 216,782	\$ 266,782	\$ 1,085,527	This Bond is repaid using ROPS Funds
7/15/2016	\$ 50,000		\$ 50,000	\$ 1,035,527	
1/15/2017	\$ 50,000	\$ 210,000	\$ 260,000	\$ 775,527	
7/15/2017	\$ 50,000		\$ 50,000	\$ 725,527	
1/15/2018	\$ 50,000	\$ 350,000	\$ 400,000	\$ 325,527	
7/15/2018	\$ 50,000		\$ 50,000	\$ 275,527	
1/15/2019	\$ 50,000		\$ 50,000	\$ 225,527	
7/15/2019	\$ 50,000		\$ 50,000	\$ 175,527	
1/15/2020	\$ 50,000		\$ 50,000	\$ 125,527	
7/15/2020	\$ 50,000		\$ 50,000	\$ 75,527	
1/15/2021	\$ 50,000		\$ 50,000	\$ 25,527	
7/15/2021	\$ 25,527		\$ 25,527	\$ -	

**RDAs OBLIGATION DEBT SERVICE: CalHFA RDLP**

**DEBT SCHEDULE | RDAs OBLIGATIONS | CalHFA LOAN NO. RDLP-090806-03**

Original Value	\$	4,243,694	Lender:	CalHFA Loan No. 090806-03
Start Date		8/21/2015	Principal Acct #	660-220-218
Interest Rate		0.0000%		

PAYMENT DATE	PRINCIPAL	ADD. PRINCIPAL	TOTAL PAYMENT	BALANCE	NOTES
1/15/2016	\$ 25,000		\$ 25,000	\$ 4,218,694	This Bond is repaid using ROPS Funds
7/15/2016	\$ 25,000		\$ 25,000	\$ 4,193,694	
1/15/2017	\$ 25,000		\$ 25,000	\$ 4,168,694	
7/15/2017	\$ 25,000		\$ 25,000	\$ 4,143,694	
1/15/2018	\$ 25,000		\$ 25,000	\$ 4,118,694	
7/15/2018	\$ 25,000		\$ 25,000	\$ 4,093,694	
1/15/2019	\$ 25,000		\$ 25,000	\$ 4,068,694	
7/15/2019	\$ 25,000		\$ 25,000	\$ 4,043,694	
1/15/2020	\$ 25,000		\$ 25,000	\$ 4,018,694	
7/15/2020	\$ 25,000		\$ 25,000	\$ 3,993,694	
1/15/2021	\$ 25,000		\$ 25,000	\$ 3,968,694	
5/7/2021		\$ 3,968,694	\$ 3,968,694	\$ -	

**RDA OBLIGATION DEBT SERVICE: 2015 BOND ISSUE****DEBT SCHEDULE | RDA OBLIGATIONS | 2015 Bond Issue (Refunding)**

Original Value	\$	19,596,085	Lender:	US BANK Bond
Start Date		8/1/2015	Principal Acct #	660-0000-047-002
Interest Rate		3.0000%	Interest Acct #	660-0000-047-001

PAYMENT DATE	INTEREST	PRINCIPAL	TOTAL PAYMENT	BALANCE	RATE	NOTES
8/1/2015	\$ -	\$ -	\$ -	\$ 19,596,085		This Bond is repaid using ROPS Funds
2/1/2016	\$ 312,607		\$ 312,607	\$ 19,283,478		
8/1/2016	\$ 252,328	\$ 320,000	\$ 572,328	\$ 18,711,150	3.000%	
2/1/2017	\$ 247,528		\$ 247,528	\$ 18,463,622		
8/1/2017	\$ 247,528	\$ 395,000	\$ 642,528	\$ 17,821,094	3.000%	
2/1/2018	\$ 241,603		\$ 241,603	\$ 17,579,491		
8/1/2018	\$ 241,603	\$ 410,000	\$ 651,603	\$ 16,927,888	4.000%	
2/1/2019	\$ 233,403		\$ 233,403	\$ 16,694,484		
8/1/2019	\$ 233,403	\$ 430,000	\$ 663,403	\$ 16,031,081	4.000%	
2/1/2020	\$ 224,803		\$ 224,803	\$ 15,806,278		
8/1/2020	\$ 224,803	\$ 435,000	\$ 659,803	\$ 15,146,475	5.000%	
2/1/2021	\$ 213,928		\$ 213,928	\$ 14,932,547		
8/1/2021	\$ 213,928	\$ 465,000	\$ 678,928	\$ 14,253,619	5.000%	
2/1/2022	\$ 202,303		\$ 202,303	\$ 14,051,316		
8/1/2022	\$ 202,303	\$ 485,000	\$ 687,303	\$ 13,364,013	5.000%	
2/1/2023	\$ 190,178		\$ 190,178	\$ 13,173,834		
8/1/2023	\$ 190,178	\$ 510,000	\$ 700,178	\$ 12,473,656	5.000%	
2/1/2024	\$ 177,428		\$ 177,428	\$ 12,296,228		
8/1/2024	\$ 177,428	\$ 535,000	\$ 712,428	\$ 11,583,800	5.000%	
2/1/2025	\$ 164,053		\$ 164,053	\$ 11,419,747		
8/1/2025	\$ 164,053	\$ 565,000	\$ 729,053	\$ 10,690,694	3.000%	
2/1/2026	\$ 155,578		\$ 155,578	\$ 10,535,116		
8/1/2026	\$ 155,578	\$ 585,000	\$ 740,578	\$ 9,794,537	3.125%	
2/1/2027	\$ 146,438		\$ 146,438	\$ 9,648,100		
8/1/2027	\$ 146,438	\$ 595,000	\$ 741,438	\$ 8,906,662	3.250%	
2/1/2028	\$ 136,769		\$ 136,769	\$ 8,769,894		
8/1/2028	\$ 136,769	\$ 615,000	\$ 751,769	\$ 8,018,125	3.250%	



# LINDSAY CITY COUNCIL AGENDA

8338

MEETING: REGULAR MEETING  
 LOCATION: 251 HONOLULU, LINDSAY, CA 93247  
 DATE: TUESDAY, DECEMBER 12, 2017  
 TIME: 6:00PM

CALL TO ORDER: 6:00PM

ROLL CALL	Council Member Velasquez	Council Member Watson	Council Member Cortes	Mayor Pro Tem Salinas	Mayor Kimball
Status	Present	Present	Present	Present	Present

FLAG SALUTE: Mayor Kimball                      INVOCATION: Pastor John Gutierrez, First Presbyterian Church

## PUBLIC COMMENT

Speaker	Comment Summary
Eric Sinclair	Complimented Clint Ashcraft on his work at Wellness and McDermont.
Sam Makai	SB 415 – does not oppose the legislation because in his opinion it does not place a limitation on voting legislation. Hopes the council will not oppose it, but support it.
Closed	6:06PM

## BUSINESS

### 1. COUNCIL REPORTS

Speaker	Comment Summary
Velasquez	Nothing to report
Watson	Nothing to report
Cortes	Attended the hospital guild breakfast recently; mentioned the end of indoor soccer season at McDermont and signups for upcoming season; baseball recruiting is beginning; High School boys' soccer team is doing very well, which reflects on what happens at younger ages in Lindsay. The younger boys are doing well, too. School goes on break 12/18 – 1/8.
Salinas	Nothing to report
Kimball	TCAG meeting yesterday – all agencies presented what they have done this last year. Mike gave a presentation on the roundabouts. Regional transportation plan moving ahead with Blue Print option to the next step. Representative from Devon Mathis's office came asking for feedback about the water bill. Attended ad-hoc meeting with TCAG relative to settlement.

### 2. LHS STUDENT REPORT

Speaker	Comment Summary
Macias	Adopting a Star – gifts for other children. Delivers are Thursday and Friday. Friday is Santa Night. Many kids are signing up for Santa Night.

### 3. STAFF REPORT & ACTIVITY SUMMARY

Speaker	Comment Summary
Zigler	<ul style="list-style-type: none"> <li>• Parade of lights and Santa Night 12/15</li> <li>• Posada on Sunday 1:00 at City Hall with Santa and story reading; family health network will share service information and health tests</li> <li>• Investigating potential for smoking restriction around playground equipment</li> <li>• Held public meeting at Jefferson School on Dec 5 regarding roundabout; Public Hearing 1/9</li> <li>• 5 of 7 flashing beacons at school crossing lights have been installed</li> <li>• Shared maintenance and water updates</li> </ul>



# LINDSAY CITY COUNCIL AGENDA

8339

MEETING: REGULAR MEETING  
 LOCATION: 251 HONOLULU, LINDSAY, CA 93247  
 DATE: TUESDAY, DECEMBER 12, 2017  
 TIME: 6:00PM

<ul style="list-style-type: none"> <li>• Finance considering an RFP for banking services out of good practices</li> <li>• About 50% of Autumn Hills lots have gone secured building permits</li> <li>• Mentioned Jim Whitton’s passing; a long-time City employee</li> <li>• Mayor Pro Tem Salinas has helped replace almost 200 lights downtown.</li> </ul>
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## 4. CONSENT CALENDAR

- 4.1. Meeting Minutes for November 28, 2017
- 4.2. Warrant List for December 7, 2017
- 4.3. Treasurer’s Report for November 2017
- 4.4. Opposition Letter to National Parks Service
- 4.5. Opposition Letter to SB 415

Speaker	Comment Summary
Kimball	Asked to pull 4.5 Opposition Letter to SB 415
Vote	Voted on 4.1 – 4.4; unanimously approved.
Kimball	Discussed 4.5 Opposition Letter focusing on how an outside judge could decide how the City should conduct elections rather than the Council.
Velasquez	Discussed how this seems to limit City’s ability to hold special elections.
Zigler	If the bill is passed, it will erode the rights of charter cities. It is a loss of local control.
Velasquez	How does this erode our rights?
Zigler	Explained it erodes the right to hold a special election.
Watson	Asked if this would impact our ability to direct local elections?
Zamora	Explained there are many problems with this bill. It causes problems by not defining parts of the bill. It is poorly worded because it requires testing to see the consequences once something is challenged.
Kimball	Provided background - Arcadia has asked for the support letter.
Watson	Ask about how many other charter cities are participating?
Zigler	Presumably all received it.
Watson	Expressed concern over the erosion of charter city rights
Cortes	Sought clarification approval means we want things to stay the same – it does.

### VOTE – Minute Order

1 <sup>st</sup> Motion	2 <sup>nd</sup> Motion	Velasquez	Watson	Cortes	Salinas	Kimball	Result
Cortes	Velasquez						5-0 Approval of items 4.1, 4.2, 4.3 and 4.4
Watson	Cortes	No	Yes	Yes	Yes	Yes	4-1 Approved – Item 4.5

## 5. PUBLIC HEARING: ORDINANCE 561 – USE ADDITION TO HIGHWAY COMMERCIAL ZONING DISTRICT – FIRST READING

Consideration of adding an additional use to the Highway Commercial Zoning District

Speaker	Comment Summary
Zigler	Gave introductory comments about the item.
Spaunhurst	Presented an overview of what a change to the zoning district means and defined the purpose tonight as only considering whether to consider a use change. Presented staff analysis, including potential concerns about whether this would help existing facilities or hurt them. Request may



# LINDSAY CITY COUNCIL AGENDA

8340

MEETING: REGULAR MEETING  
 LOCATION: 251 HONOLULU, LINDSAY, CA 93247  
 DATE: TUESDAY, DECEMBER 12, 2017  
 TIME: 6:00PM

	conflict with objectives identified by council with the concern of one potentially failing and causing blight. Recommended denial until we can determine if Lindsay can support two facilities.
Orsborn (Land Owner)	Family has owned the land for many years. He oversees special projects for the family. Would like to see a multi-phase development of a retail center on the site. Would use a sports facility as anchor tenant first and then move to other retail. Sees the project as a way to help McDermont, bring in retail and complement other businesses. Expect 250,000 to 300,000 people to visit the site. Presented a plan for how this would work.
Brennan (NextLevel Sports)	Gave presentation about facility. Not in the same field as McDermont because it pulls from a much larger area and internationally with elite sports and major competitions. Facility is built for tournaments. They would have overflow that could rollover to McDermont. 65% of clients come from over 45 miles away. Already have clients. Looking at top AAU tournaments. Focused on athletic/sports tourism and high-skill training.
Council	Asked about needs for airport and hotels
Brennan	Does not believe it is a necessity because people are driving within 50 miles.
NextLevel Reps.	Explained their methodology is to get players to end goal of scholarship or post high school playing.
Cortes	That is important because it is hard for students here to get the training they need.
NextLevel Reps.	Have added charter school on their campuses to add the academic and skill development. Want to make facility a one-stop shop. Could help McDermont through sending families there during the time of tournaments. This will help McDermont.
Watson	Asked about a partnership with McDermont.
NextLevel Reps.	The biggest issue with McDermont is it is a family entertainment facility, not a tournament facility and tournament organizers take a large share of proceeds. It would be more financially advantageous to McDermont to work as the family entertainment location instead of a tournament model.
Kimball	Opened Public Hearing at 7:20
Sinclair	Spoke in favor
Gary Melling	I have to agree with Eric. Shared his story about growing up near the location. Would like to see the City see the opportunity through instead of missing it.
Makai	Spoke in favor. Expects management to do what they say.
Kimball	Ended in-favor discussion and started in-opposition or concerned discussion
Ashcraft	Explained he is neither for or against yet because he has many questions. Explained sports are not a majority of revenue, yet are a key component. Sports feed other revenues like concessions, etc. Have about 14 volleyball tournaments schedule this year and 10 basketball tournaments. Expressed concern about why NextLevel wants to come here and the need to talk with McDermont.
Makai	A look at the Garden Grove facility on yelp shows a number of one-star ratings, which leads to concerns.
Kimball	Ended in-opposition discussion and started rebuttal
NextLevel Reps.	Explained NextLevel had reached out to Mr. Velasco at McDermont a number of times without success. Explained yelp reviews come from an emotionally charged tournament, so it is not always indicative of the experience or facility. This is step one of the complex development. Welcome to talking more with city management.
Kimball	Closed public hearing 7:34PM. Returned discussion to Council.



# LINDSAY CITY COUNCIL AGENDA

8341

MEETING: REGULAR MEETING  
 LOCATION: 251 HONOLULU, LINDSAY, CA 93247  
 DATE: TUESDAY, DECEMBER 12, 2017  
 TIME: 6:00PM

Velasquez	Talked about what was happening 12 years ago, did not have the expertise, but had the passion. Discussed a desire to create a diverse community. This fits into the original vision. Does not want to see NextLevel destroy McDermont. Marketing McDermont as what to do during the downtime between games would be key. In favor of the rezoning.
Watson	Few rural communities have this kind of opportunity. Wants to make sure there is some sort of partnership with McDermont to ensure it succeeds as well. Would need to see something concrete. Bringing the other retail is a positive idea. We cannot have McDermont fail.
Cortes	Excited to see the interest in economic investment. As a soccer mom, we are short on field space. This would give potential for other tenants and restaurants. This is just for zoning tonight.
Salinas	Wants to make sure McDermont is part of this because it needs to succeed too. Think it will be beneficial to McDermont. Optimistic it works out.
Kimball	Would like to see things work out as proposed. How soon would you build if rezoned?
Gordon	Would bid out architecture and engineering as soon as possible. It is not a complicated build. We could come online quickly. Wants to be expedient but not rush. From breaking ground to open doors would be 12-18 months aggressively and 24 months conservatively and use McDermont of staging in the meantime. Lindsay would become the epicenter. It would make a good legacy.
Velasquez	Moved for First Reading of Ordinance

**VOTE (If Any)**

1 <sup>st</sup> Motion	2 <sup>nd</sup> Motion	Velasquez	Watson	Cortes	Salinas	Kimball	Result
Velasquez	Cortes	Yes	Abstain	Yes	Yes	Yes	Approved 4-0 with one abstaining.

**6. INFORMATION ITEM: FINANCE DEPARTMENT HOURS OF OPERATION**

Change in hours of operation at the City Finance Department

Speaker	Comment Summary
Harmon	Presented overview of why the change and how it will be noticed to the community.

**7. RESOLUTION 17-47: McDERMONT FIELD HOUSE OPERATIONS & MANAGEMENT**

Authorize the City Manager to negotiate contract for McDermont Operations & Management

Speaker	Comment Summary
Zigler	Explained why the City went to RFP for the management and operation of McDermont. Read from the staff memo. Discussed the experience VAA, Inc., brings to the management. Discussed the contract term and opportunity to renew. VAA, Inc., wants to eventually purchase the facility. VAA, Inc., wants to make a smooth transition. Outlined alternatives for the Council tonight. Talked about the process the City went through to seek RFPs. Staff is pleased VAA, Inc., will put skin in the game and try. They would be our contractor. School District will contract with VAA, Inc.
Ashcraft	VAA, Inc. is now McDermont Venture, Inc. because VAA, Inc., is too close to another business name.
Velasquez	Requested resolution be amended to reflect name change.
Ashcraft	Expressed optimism for success.
Salinas	Asked about the storage at McDermont and what would happen with it.
Zigler	City will handle storage and make sure the transition happens smoothly.
Cortes	Asked about the transition
Ashcraft	Explained McDermont Venture, Inc. is going to do a major cleaning and maintenance process. Transition for current members will be smooth.





# LINDSAY CITY COUNCIL AGENDA

8342

MEETING: REGULAR MEETING  
 LOCATION: 251 HONOLULU, LINDSAY, CA 93247  
 DATE: TUESDAY, DECEMBER 12, 2017  
 TIME: 6:00PM

Salinas	As a private entity, could you use the zipline?
Ashcraft	The zipline is regulated by OSHA. Have plans for it.
Watson	Entrepreneurs are not constrained in the same way as the City.
Cortes	What about tenants?
Ashcraft	Have spoken with Straw Hat Pizza. Want to make it a destination for food as well.
Watson	This was the goal of the facility after 10 – 12 years.
Ashcraft	Expressed appreciation for the opportunity to take it over and will work very hard to make it successful.
Velasquez	The purpose was to get McDermont to run on its own. We are here now.
Kimball	We are very happy it is going this way.
Velasquez	Made motion to amend and approve resolution (amended with name change from VAA, Inc. to McDermont Ventures, Inc.)

## VOTE – Roll Call

1 <sup>st</sup> Motion	2 <sup>nd</sup> Motion	Velasquez	Watson	Cortes	Salinas	Kimball	Result
Velasquez	Watson	Yes	Yes	Yes	Yes	Yes	Approved 5-0

## 8. FUTURE AGENDA ITEMS

City Council Members Request for Agenda Items

Speaker	Comment Summary
None	

## 9. ADJOURN

The next Regular meeting of the Lindsay City Council is scheduled for Tuesday, January 9, 2018 at 6:00 p.m. at 251 E. Honolulu, Lindsay California 93247.

1 <sup>st</sup> Motion	2 <sup>nd</sup> Motion	Velasquez	Watson	Cortes	Salinas	Kimball	Result
Cortes	Watson						5-0 for items

ATTEST:

CITY COUNCIL OF THE CITY OF LINDSAY

\_\_\_\_\_  
 Bret Harmon, City Clerk

\_\_\_\_\_  
 Pamela Kimball, Mayor

(SP 22 &amp; SP 23)

FUND	Check #	Date	Vendor #	Vendor Name	Description	Amount
TOTAL						\$ 1,412,163.68
101 - GENERAL FUND	91304	12/15/2017	5781	ACE HEATING & AIR C	BLOWER MOTOR	\$ 75.00
101 - GENERAL FUND	91310	12/15/2017	3428	AT&T MOBILITY	PD	\$ 121.99
101 - GENERAL FUND	91311	12/15/2017	5457	AUTO ZONE COMMERCIA	3329237241	\$ 257.20
101 - GENERAL FUND	91312	12/15/2017	3966	BEATWEAR INC.	M. BUELNA UNIFORM	\$ 209.37
101 - GENERAL FUND	91317	12/15/2017	2872	CHIEF SUPPLY	BI-LIN BARR TAPE	\$ 216.63
101 - GENERAL FUND	91319	12/15/2017	5832	CINTAS CORPORATION	NOVEMBER SERVICE	\$ (0.00)
101 - GENERAL FUND	91320	12/15/2017	5251	CITY FOOD MART	ICE BAGS	\$ 153.36
101 - GENERAL FUND	91321	12/15/2017	4322	CO OF TULARE-INFORM	RADIO COMMUNICATION	\$ 446.62
101 - GENERAL FUND	91323	12/15/2017	2319	COMPUTER SYSTEMS PL	MANANGED ANTIVIRUS	\$ 45.00
101 - GENERAL FUND	91326	12/15/2017	316	DEPT OF JUSTICE		\$ 2,214.00
101 - GENERAL FUND	91327	12/15/2017	2223	DIANE BUCAROFF	CONSULTING SERVICES	\$ 315.00
101 - GENERAL FUND	91331	12/15/2017	119	DOUG DELEO WELDING	GOLF COURSE MAINT	\$ 1,047.38
101 - GENERAL FUND	91335	12/15/2017	4460	EVANS FEED & LIVEST		\$ 51.77
101 - GENERAL FUND	91340	12/15/2017	6010	FRONTIER COMMUNICAT	562-2512	\$ 2,889.08
101 - GENERAL FUND	91343	12/15/2017	5647	GRISWOLD,LASSALLE,C	22752.007 10/25/17	\$ 4,309.60
101 - GENERAL FUND	91344	12/15/2017	1391	HOME DEPOT	9214617	\$ 1,041.74
101 - GENERAL FUND	91346	12/15/2017	2329	INTERNATIONAL CODE	MEMBER # 0352150	\$ 135.00
101 - GENERAL FUND	91348	12/15/2017	192	JAMES WINTON & ASSO	LOT LINE ADJ/HOSPIT	\$ 9,145.89
101 - GENERAL FUND	91351	12/15/2017	4378	JOSEPH H AVINA	11/19/17 TO 12/02/1	\$ 700.00
101 - GENERAL FUND	91352	12/15/2017	6100	KEENAN & ASSOCIATES	DEC 2017 MEDICAL PL	\$ 49,561.20
101 - GENERAL FUND	91356	12/15/2017	2471	L.N. CURTIS & SONS	GLOBE CUSTOM	\$ 1,078.31
101 - GENERAL FUND	91357	12/15/2017	6225	LIFTOFF LLC	OFFICE 365 1 LICENS	\$ 126.00
101 - GENERAL FUND	91359	12/15/2017	4067	LINCOLN NAT'L INSUR	DEC LIFE INSURANCE	\$ 3,696.15
101 - GENERAL FUND	91360	12/15/2017	218	LINDSAY EQUIPMENT R	PLOGGER RENTAL	\$ 130.00
101 - GENERAL FUND	91361	12/15/2017	1422	LINDSAY TRUE VALUE	C.S	\$ 1,191.57
101 - GENERAL FUND	91362	12/15/2017	234	MARTIN'S TIRE & AUT	TIRE REPAIR/CUSHMAN	\$ 12.00
101 - GENERAL FUND	91367	12/15/2017	5625	NGLIC-SUPERIOR VISI	DEC 2017 VISION PLA	\$ 166.38
101 - GENERAL FUND	91368	12/15/2017	1565	OACYS.COM INC	CF WEBHOSTING	\$ 539.90
101 - GENERAL FUND	91372	12/15/2017	276	PORTERVILLE RECORDE	PUBLIC NOTICE	\$ 152.96
101 - GENERAL FUND	91377	12/15/2017	2788	PTM DOCUMENT SYSTEM	W2 & 1099 FORMS	\$ 239.33
101 - GENERAL FUND	91378	12/15/2017	285	QUILL CORPORATION		\$ 927.52
101 - GENERAL FUND	91381	12/15/2017	5356	RAY MORGAN COMPANY		\$ 680.54
101 - GENERAL FUND	91384	12/15/2017	302	SEQUOIA TOWING	IMPOUND TOW 2 YARD	\$ 180.00
101 - GENERAL FUND	91388	12/15/2017	598	SIERRA VIEW DISTRIC	S.LPD SV0044360220	\$ 25.00
101 - GENERAL FUND	91389	12/15/2017	310	SOUTHERN CA. EDISON	2-00-424-8134	\$ 35,749.64
101 - GENERAL FUND	91395	12/15/2017	144	THE GAS COMPANY	10/25/17-11/27/17	\$ 3,647.66
101 - GENERAL FUND	91396	12/15/2017	5792	THOMSON REUTERS - W		\$ 239.00
101 - GENERAL FUND	91400	12/15/2017	5692	TULARE COUNTY CHIEF	2018 ANNUAL DUES	\$ 200.00
101 - GENERAL FUND	91404	12/15/2017	1604	VISA	COL	\$ 475.54
101 - GENERAL FUND	91405	12/15/2017	4716	WALO'S AUTO REPAIR	KEYS FOR FORKLIFT	\$ 49.75
101 - GENERAL FUND	91408	12/15/2017	5832	CINTAS CORPORATION	621408784,621408785	\$ 3,587.96
101 - GENERAL FUND	91409	12/21/2017	4876	AGUIRRE PRINTING &	POLO NAVY W/LOGO	\$ 250.52
101 - GENERAL FUND	91411	12/21/2017	1391	HOME DEPOT	8120501	\$ 1,147.16
101 - GENERAL FUND	91422	12/29/2017	2873	ADVANTAGE ANSWERING	ANSWERING SERV.	\$ 239.99
101 - GENERAL FUND	91423	12/29/2017	007	AG IRRIGATION SALES	CITY PARK	\$ 839.90
101 - GENERAL FUND	91426	12/29/2017	4924	ASI ADMINISTRATIVE	COBRA ADMIN	\$ 35.20
101 - GENERAL FUND	91427	12/29/2017	5457	AUTO ZONE COMMERCIA	HYBRID	\$ 0.00
101 - GENERAL FUND	91430	12/29/2017	4135	BILL WALL'S DIRECT	PROGRAMING FIREWALL	\$ 60.00
101 - GENERAL FUND	91434	12/29/2017	075	CSJVRMA	LIABILITY PROGRAM	\$ 115,631.00
101 - GENERAL FUND	91436	12/29/2017	5832	CINTAS CORPORATION	621417535	\$ 3,575.04
101 - GENERAL FUND	91437	12/29/2017	279	CITY OF PORTERVILLE	CNG	\$ 530.62
101 - GENERAL FUND	91442	12/29/2017	316	DEPT OF JUSTICE	FINGERPRINTS	\$ 966.00
101 - GENERAL FUND	91445	12/29/2017	419	DOUG DELEO WELDING	ACETYLENE/OXYGEN	\$ 124.63

FUND	Check #	Date	Vendor #	Vendor Name	Description	Amount
101 - GENERAL FUND	91454	12/29/2017	148	GOMEZ AUTO & SMOG	#21 FLATBED	\$ 6,592.19
101 - GENERAL FUND	91455	12/29/2017	5647	GRISWOLD,LASSALLE,C	22752.002	\$ 2,040.05
101 - GENERAL FUND	91456	12/29/2017	2329	INTERNATIONAL CODE	BLD INSPTR BOOK	\$ 45.62
101 - GENERAL FUND	91457	12/29/2017	192	JAMES WINTON & ASSO	ENGINEERING SERVICES	\$ 1,353.75
101 - GENERAL FUND	91458	12/29/2017	2601	JOHN HIBLER WEATHER	NOVEMBER SERVICE	\$ 50.00
101 - GENERAL FUND	91459	12/29/2017	4378	JOSEPH H AVINA	C/S ROOF REPAIR	\$ 1,522.68
101 - GENERAL FUND	91462	12/29/2017	4956	LAWRENCE TRACTOR CO	MAINT SUPPLIES	\$ 152.57
101 - GENERAL FUND	91463	12/29/2017	214	LEAGUE OF CALIF CIT	2018 MEMBERSHIP DUE	\$ 137.68
101 - GENERAL FUND	91464	12/29/2017	218	LINDSAY EQUIPMENT R	PLOGGER RENTAL	\$ 297.11
101 - GENERAL FUND	91466	12/29/2017	234	MARTIN'S TIRE & AUT	2011 TOYOTA	\$ 864.10
101 - GENERAL FUND	91472	12/29/2017	3750	PEPSI-COLA	TPX COMMUNICATIONS	\$ (0.00)
101 - GENERAL FUND	91473	12/29/2017	272	PITNEY BOWES INC.	METER RENTAL	\$ 195.75
101 - GENERAL FUND	91476	12/29/2017	285	QUILL CORPORATION	HR/PD FILE CABINET	\$ 688.81
101 - GENERAL FUND	91478	12/29/2017	3840	RICHARD RIOS	GOLF COURSE MANAGME	\$ 1,800.00
101 - GENERAL FUND	91483	12/29/2017	5314	SHRED-IT USA LLC	SHREDING SERVICES	\$ 75.09
101 - GENERAL FUND	91486	12/29/2017	310	SOUTHERN CA. EDISON	3-033-5943-68	\$ 10,520.62
101 - GENERAL FUND	91489	12/29/2017	6146	SUPERION, LLC	ASP SERVICES DEC 20	\$ 3,209.85
101 - GENERAL FUND	91494	12/29/2017	518	TCAG	SEPT INT MEASURE R	\$ 17,941.48
101 - GENERAL FUND	91495	12/29/2017	5792	THOMSON REUTERS - W	CLEAR LAW ENFORCEME	\$ 239.00
101 - GENERAL FUND	91497	12/29/2017	957	TULARE COUNTY PROBA	#27349B	\$ 1,864.35
101 - GENERAL FUND	91499	12/29/2017	1041	VERIZON WIRELESS	MARSHA BUELNA PHONE	\$ 368.06
101 - GENERAL FUND	91500	12/29/2017	368	VOLLMER EXCAVATION,	DG	\$ 220.89
101 - GENERAL FUND	91504	12/29/2018	453	LINCOLN LIFE	DEFCOMP	\$ 966.65
101 - GENERAL FUND	91505	12/29/2017	4072	MCDERMONT	MEMBERSHIP	\$ 39.19
261 - GAS TAX FUND	91347	12/15/2017	5541	JACK DAVENPORT SWEE	STREET SWEEPING	\$ 3,000.00
261 - GAS TAX FUND	91412	12/21/2017	1391	HOME DEPOT	4027339	\$ 567.47
261 - GAS TAX FUND	91467	12/29/2017	509	MEDALLION SUPPLY	DOWNTOWN LIGHTS	\$ 1,542.12
261 - GAS TAX FUND	91503	12/29/2017	382	ZUMAR INDUSTRIES IN	STREET SIGNS	\$ 359.84
300 - MCDERMONT OPERAT	91305	12/15/2017	1858	ALL PRO FIRE AND SA	FIRE SAFETY @ MCD	\$ 1,293.30
300 - MCDERMONT OPERAT	91308	12/15/2017	6097	ANGELICA BERMUDEZ	POUND & MUVZ	\$ 168.75
300 - MCDERMONT OPERAT	91309	12/15/2017	5674	ANTHONY GONZALEZ	G FIT NOV 2017	\$ 325.00
300 - MCDERMONT OPERAT	91313	12/15/2017	3797	BETSON IMPERIAL PAR	ALUMINUM HITTING PL	\$ 812.39
300 - MCDERMONT OPERAT	91316	12/15/2017	5738	CELESTE PEREZ	PATRIOTS JV SOCCER	\$ 850.00
300 - MCDERMONT OPERAT	91318	12/15/2017	5930	CHRIS ALLARD	MCD29	\$ 1,000.00
300 - MCDERMONT OPERAT	91322	12/15/2017	5739	COLUMBIA ELECTRIC M	MONTHLY INSTALLMENT	\$ 4,545.41
300 - MCDERMONT OPERAT	91329	12/15/2017	3733	DIRECTV	ACT080290566 MCD #1	\$ 311.95
300 - MCDERMONT OPERAT	91330	12/15/2017	5978	DOMINO SOLAR LTD	JB-9325694-00	\$ 3,514.02
300 - MCDERMONT OPERAT	91332	12/15/2017	5611	ELITE FITNESS & NUT	MANAGEMENT NOV 2017	\$ 3,775.00
300 - MCDERMONT OPERAT	91333	12/15/2017	6115	ELIZABETH RODRIGUEZ	ZUMBA SUB NOV	\$ 25.00
300 - MCDERMONT OPERAT	91336	12/15/2017	5973	FAUSTINO PEREZ	PATRIOTS VARSITY SO	\$ 1,684.00
300 - MCDERMONT OPERAT	91338	12/15/2017	407	THE FRESNO BEE	RFP PUBLIC NOTICE M	\$ 85.50
300 - MCDERMONT OPERAT	91345	12/15/2017	4721	HUSSAIN RAYANI	BASKETBALL	\$ 180.00
300 - MCDERMONT OPERAT	91349	12/15/2017	3702	JOB LARA	GUM SESSION 2017	\$ 826.00
300 - MCDERMONT OPERAT	91350	12/15/2017	5675	JOHNNY GONZALEZ	GUM SESSION 2017	\$ 826.00
300 - MCDERMONT OPERAT	91353	12/15/2017	5804	KELSIE AVINA	ZUMBA INSTRUCTOR	\$ 350.00
300 - MCDERMONT OPERAT	91354	12/15/2017	6243	KERRI BELL	GUM SESSION 2017	\$ 626.00
300 - MCDERMONT OPERAT	91365	12/15/2017	5243	NATIONAL GYM SUPPLY	CABLE ASSSY MCD	\$ 429.98
300 - MCDERMONT OPERAT	91366	12/15/2017	5073	NESTOR VARELA	BOXING CLASS	\$ 300.00
300 - MCDERMONT OPERAT	91370	12/15/2017	5637	PAPA MURPHY'S	12/1/17 DOUGH	\$ 41.25
300 - MCDERMONT OPERAT	91371	12/15/2017	3673	PHOENIX FIRE PROTEC	MCD SERVICE,INSPECT	\$ 142.71
300 - MCDERMONT OPERAT	91376	12/15/2017	2869	PORTERVILLE SHELTER	2500 SINGLE DAY PAS	\$ 81.19
300 - MCDERMONT OPERAT	91380	12/15/2017	5696	RASHEEM RAYANI	BASKETBALL	\$ 180.00
300 - MCDERMONT OPERAT	91382	12/15/2017	6242	RICARDO DIAZ	JV GIRLS BASKETBALL	\$ 850.00
300 - MCDERMONT OPERAT	91383	12/15/2017	298	SAVE MART SUPERMARK		\$ 138.01
300 - MCDERMONT OPERAT	91391	12/15/2017	4914	STEPHANIE VELASQUEZ	NOV 2017 CORE & MUV	\$ 1,588.75
300 - MCDERMONT OPERAT	91399	12/15/2017	6123	JEANNE MARIE TERRI	GYMNASTICS	\$ 275.00

FUND	Check #	Date	Vendor #	Vendor Name	Description	Amount
300 - MCDERMONT OPERAT	91398	12/15/2017	6011	TONY S. MADSON	NOV 2017	\$ 2,208.00
300 - MCDERMONT OPERAT	91399	12/15/2017	3166	TONY'S PIZZA	XL PIZZA MCDERMONT	\$ 54.38
300 - MCDERMONT OPERAT	91401	12/15/2017	3904	UK ADVERTISING INC.	WEB HOSTING MCD	\$ 250.00
300 - MCDERMONT OPERAT	91406	12/15/2017	4978	WILLIAM B. PETERSON	BASKETBALL	\$ 60.00
300 - MCDERMONT OPERAT	91407	12/15/2017	5912	YVETTE DURAN	POUND & ZUMBA	\$ 293.75
300 - MCDERMONT OPERAT	91410	12/21/2017	3166	TONY'S PIZZA	594738	\$ 396.47
300 - MCDERMONT OPERAT	91424	12/29/2017	6097	ANGELICA BERMUDEZ	POUND MUVZ	\$ 268.75
300 - MCDERMONT OPERAT	91425	12/29/2017	5674	ANTHONY GONZALEZ	DECEMBER CLASS	\$ 325.00
300 - MCDERMONT OPERAT	91428	12/29/2017	5910	BAKER COMMODITIES I	GREASE SERVICE CHAR	\$ 11.00
300 - MCDERMONT OPERAT	91429	12/29/2017	3797	BETSON IMPERIAL PAR	PCB FUITAR HERO	\$ 2,380.30
300 - MCDERMONT OPERAT	91435	12/29/2017	5930	CHRIS ALLARD	MCD 30	\$ 800.00
300 - MCDERMONT OPERAT	91440	12/29/2017	4051	DELTA STRIKE	EQUIPMENT PARTS	\$ 5,032.05
300 - MCDERMONT OPERAT	91443	12/29/2017	5599	DEROSA SALES	CONCESSIONS SUPPLIE	\$ 713.88
300 - MCDERMONT OPERAT	91444	12/29/2017	6184	DIRECT MEDIA INC	ADVERTISING DIGITAL	\$ 3,890.00
300 - MCDERMONT OPERAT	91445	12/29/2017	3733	DIRECTV	ACT 080290518	\$ 320.45
300 - MCDERMONT OPERAT	91448	12/29/2017	5611	ELITE FITNESS & NUT	MANAGEMENT GYM	\$ 2,775.00
300 - MCDERMONT OPERAT	91453	12/29/2017	6010	FRONTIER COMMUNICAT	559-562-1399	\$ 158.96
300 - MCDERMONT OPERAT	91460	12/29/2017	4528	JOSUE RODRIGUEZ	EQUIPMENT MAINTENAN	\$ 510.00
300 - MCDERMONT OPERAT	91461	12/29/2017	5804	KELSIE AVINA	ZUMBA	\$ 50.00
300 - MCDERMONT OPERAT	91468	12/29/2017	4468	MEDTECH WRISTBANDS	MCD WRISTBANDS	\$ 942.19
300 - MCDERMONT OPERAT	91470	12/29/2017	5073	NESTOR VARELA	BOXING EQUIPMENT	\$ 545.29
300 - MCDERMONT OPERAT	91471	12/29/2017	5637	PAPA MURPHY'S	25 @ 2.75 DOUGH	\$ 178.75
300 - MCDERMONT OPERAT	91479	12/29/2017	3832	RICK'S VENDING & DI	CANDY MIX	\$ 100.00
300 - MCDERMONT OPERAT	91481	12/29/2017	298	SAVE MART SUPERMARK	SALADS	\$ 302.05
300 - MCDERMONT OPERAT	91485	12/29/2017	1776	SMART & FINAL	CANDY FOR CONCESSIO	\$ 588.45
300 - MCDERMONT OPERAT	91488	12/29/2017	4914	STEPHANIE VELASQUEZ	MUVZ,ZUMBA,CORE	\$ 1,020.00
300 - MCDERMONT OPERAT	91490	12/29/2017	5899	SUPPLYWORKS	CLEANING SUPPLIES	\$ 441.07
300 - MCDERMONT OPERAT	91491	12/29/2017	6083	SUZZANE MARIE TERRI	GYMNASTICS	\$ 245.88
300 - MCDERMONT OPERAT	91493	12/29/2017	3682	SYSCO OF CENTRAL CA	CONCESSIONS SUPPLIE	\$ 1,491.77
300 - MCDERMONT OPERAT	91496	12/29/2017	6011	TONY S. MADSON	EQUIPMENT REPAIR	\$ 2,104.00
300 - MCDERMONT OPERAT	91502	12/29/2017	5912	YVETTE DURAN	DECEMBER - ZUMBA	\$ 218.75
400 - WELLNESS CENTER	91328	12/15/2017	6039	DINA RESTIVO	YOGA	\$ 600.00
400 - WELLNESS CENTER	91334	12/15/2017	6040	ERMELINDA PUENTES	FIT & TONE STRENG	\$ 650.00
400 - WELLNESS CENTER	91341	12/15/2017	5008	GENESIS POOLS, INC.	POOL MAINTENANCE	\$ 1,800.00
400 - WELLNESS CENTER	91355	12/15/2017	5448	KIRBY D. MANNON	EXERCISE CLASS	\$ 200.00
400 - WELLNESS CENTER	91358	12/15/2017	5788	LINCOLN AQUATICS	GAL BULK MURIATICAC	\$ 1,180.83
400 - WELLNESS CENTER	91369	12/15/2017	4204	ORKIN PEST CONTROL	WELLNESS PEST CONTR	\$ 121.89
400 - WELLNESS CENTER	91386	12/15/2017	3208	SHANNON PATTERSON	WATER AEROBIC	\$ 75.00
400 - WELLNESS CENTER	91392	12/15/2017	5899	SUPPLYWORKS	WELLNESS SUPPLYS	\$ 503.52
400 - WELLNESS CENTER	91397	12/15/2017	3396	THYSSENKRUPP ELEVAT	ELEVATOR MAINTENANC	\$ 302.03
400 - WELLNESS CENTER	91449	12/29/2017	3409	FASTENAL	PVCA-WELLNESS	\$ 625.55
400 - WELLNESS CENTER	91474	12/29/2017	6019	PORTERVILLE PRIVATE	SECURITY SERVICES	\$ 136.00
400 - WELLNESS CENTER	91480	12/29/2017	6244	SACRED HEART CATHOL	OVERPAYMENT-REFUND	\$ 500.00
552 - WATER	91307	12/15/2017	3898	AMERICAN INCORPORAT	HEATER REPAIR/WTP	\$ 489.24
552 - WATER	91314	12/15/2017	051	BSK	A729225 11/20	\$ 2,972.00
552 - WATER	91325	12/15/2017	388	DENNIS KELLER/JAMES	OVERPAYMENT	\$ 4,900.28
552 - WATER	91337	12/15/2017	3461	FERGUSON ENTERPRISE	CNCRT METER LIDS	\$ 1,142.19
552 - WATER	91339	12/15/2017	137	FRIANT WATER AUTHOR	111053 NOV.17	\$ 2,092.50
552 - WATER	91342	12/15/2017	2283	GOLDEN STATE FLOW M	METER/READER	\$ 8,498.22
552 - WATER	91373	12/15/2017	5796	PRESORT OF FRESNO L		\$ 1,617.83
552 - WATER	91379	12/15/2017	6095	RALPH GUTIERREZ WAT		\$ 4,000.00
552 - WATER	91385	12/15/2017	6081	SERGIO ROMERO	BOOT ALLOWANCE	\$ 225.00
552 - WATER	91387	12/15/2017	4555	SIERRA CHEMICAL CO.	WTP MATERIALS	\$ 2,905.81
552 - WATER	91394	12/15/2017	1921	TELSTAR INSTRUMENTS	WTP SEMI ANNUAL	\$ 6,957.50
552 - WATER	91402	12/15/2017	2960	UNITED STATES BUREA	5-07-20W428L	\$ 5,892.93
552 - WATER	2018-01-09	2018-01-09	2018-01-09	Successor Agency / City Council Agenda   26	552 - WATER	\$ 367.86

FUND	Check #	Date	Vendor #	Vendor Name	Description	Amount
552 - WATER	91431	12/29/2017	048	BORGES & MAHONEY CO	CANAL VALVE	\$ 775.23
552 - WATER	91432	12/29/2017	051	BSK		\$ 1,345.00
552 - WATER	91439	12/29/2017	102	CULLIGAN	154799	\$ 439.25
552 - WATER	91441	12/29/2017	388	DENNIS KELLER/JAMES	TOC & DBP RESULTS	\$ 4,896.88
552 - WATER	91447	12/29/2017	6113	EAST KAWEAH GSA	FINAL 2017CFF	\$ 10,634.15
552 - WATER	91450	12/29/2017	3461	FERGUSON ENTERPRISE		\$ 1,664.79
552 - WATER	91451	12/29/2017	3478	FRESNO PIPE & SUPPL		\$ 676.58
552 - WATER	91452	12/29/2017	137	FRIANT WATER AUTHOR	SLDMWA BILL 12/17	\$ 572.83
552 - WATER	91465	12/29/2017	1442	LLOYD ANDERSON ELEC	REPAIR WTP MOTOR	\$ 1,465.29
552 - WATER	91477	12/29/2017	5843	REYNALDO CEBALLOS	BOOT ALLOWANCE 12/1	\$ 199.16
552 - WATER	91484	12/29/2017	4555	SIERRA CHEMICAL CO.	CREDIT MEMO	\$ 1,495.61
552 - WATER	91492	12/29/2017	1183	SWRCB	ENFORCEMENT ACTIVIT	\$ 67,149.00
552 - WATER	91498	12/29/2017	356	USA BLUEBOOK	PIPE WRENCHES	\$ 133.52
553 - SEWER	91324	12/15/2017	1235	DELTA VECTOR CONTRO	2017 WEED CONTROL	\$ 188.10
553 - SEWER	91374	12/15/2017	4618	PROVOST & PRITCHARD	PROFESSIONAL SERVIC	\$ 2,195.30
553 - SEWER	91375	12/15/2017	4618	PROVOST & PRITCHARD	F17 FLD SAMPLING/OC	\$ 1,969.22
553 - SEWER	91475	12/29/2017	4618	PROVOST & PRITCHARD	GWM&R EAST PONDS	\$ 1,317.25
553 - SEWER	91501	12/29/2017	612	WEISENBERGERS ACE H	WWTP SUPPLIES	\$ 35.90
554 - REFUSE	91363	12/15/2017	5852	MID VALLEY DISPOSAL	10/5/17 CLEAN UP DA	\$ 7,409.30
554 - REFUSE	91469	12/29/2017	5852	MID VALLEY DISPOSAL	SEPT 2017 BILLING	\$ 69,328.77
660 - RDA OBLIGATION RETI	91433	12/29/2017	4130	CALIFORNIA HOUSING	HELP & RDLP LOANS	\$ 410,737.37
660 - RDA OBLIGATION RETI	91506	12/31/2017	4130	CALIFORNIA HOUSING	RDLP LOAN	\$ 358,694.50
720 - HOME REVOLVING LN	91482	12/29/2017	2168	SELF-HELP ENTERPRIS	HB LOAN 13656 R.MAR	\$ 48,072.91
779 - 00-HOME-0487	91306	12/15/2017	5644	AMERICAN BANKERS IN	A.ANDRADE FLOOD INS	\$ 690.00
779 - 00-HOME-0487	91315	12/15/2017	6241	CALIFORNIA AUTOMOBI	M.PARAMO HOMEOWNERS	\$ 946.15
779 - 00-HOME-0487	91364	12/15/2017	4903	MID-CENTURY INSURAN	R.GUTIERREZ HAZARD	\$ 627.69
779 - 00-HOME-0487	91390	12/15/2017	3634	STATE FARM GENERAL	S.PEREZ HOMEOWNERS	\$ 419.00
779 - 00-HOME-0487	91487	12/29/2017	3634	STATE FARM GENERAL	HOMEOWNERS J.ANDRAD	\$ 642.00
883 - SIERRA VIEW ASSESSM	91438	12/29/2017	6090	CLEAN CUT LANDSCAPE	DIST C REPAIR WORK	\$ 8,699.33

FUND	Check #	Date	Vendor #	Vendor Name	Description	Amount



**Monthly Treasurer's Report**  
**December 31, 2017**  
**Cash Balances Classified by Depository**

**CASH RESOURCES**

LOCATION	GL ACCOUNT #	TYPE	BALANCE
Cash Register Funds (City Hall, McD & Wellness)	100-102	RES	\$3,600
Bank of the Sierra - Payroll	100-106	GEN	\$969,409
Bank of the Sierra - AP/Operating	100-100	GEN	\$1,733,255
Bank of the Sierra - McDermont	100-500	GEN	\$58,000
Bank of the Sierra - Impound Account	100-120	RES	\$46,303
Bank of the Sierra - WWTP Project	100-553	RES	\$3,128
Bank of the Sierra - Water Project	100-552	RES	\$152
Bank of the Sierra- Depository Account	100-114	GEN	\$362,345
LAIF Savings: City & Successor Agency	100-103	INV-RES	\$415,144
<b>TOTAL</b>			<b>\$3,591,337</b>

**CASH EXPENDED**

ACCOUNTS PAYABLE & PAYROLL	AMOUNT
Accounts Payable	\$2,081,112
Payroll (December 8 Payday)	\$210,612
Payroll (December 22 Payday)	\$212,162
Special Payroll (December 30 - Final McDermont)	\$65,214
<b>TOTAL</b>	<b>\$ 2,569,101</b>

DEBT SERVICE	AMOUNT
McDermont	\$152,238
Water Plant	\$118,251
RDA: HELP Balance	\$385,737
RDA: RDLP	\$383,695
<b>TOTAL</b>	<b>\$ 1,039,921</b>

**INVESTMENTS**

**INVESTMENT POLICY COMPLIANCE**

As of the end of the month, 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).

<b>INVESTED FUNDS</b>	<b>\$415,144</b>
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Respectfully submitted,

*Bret Harmon*

Director of Finance  
 City of Lindsay

**ABBREVIATIONS**

GEN: GENERAL UNRESTRICTED  
 RES: RESTRICTED ACTIVITY  
 INV: INVESTMENT



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: January 9, 2018  
AGENDA #: 4.4  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

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### AGENDA ITEM

TITLE	Temporary Use Permit 17-32 (Royal Spectacular Circus at Lindsay Food Center)
ACTION	Minute Order Approval
PURPOSE	Discretionary Action
COUNCIL OBJECTIVE(S)	Increase our keen sense of identity in a physically connected and involved community. Stimulate, attract and retain local businesses. Advance economic diversity.

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### RECOMMENDATION

Staff recommends that the City Council approve the temporary use permit application. Further, staff recommends that the hours of operation be extended to between 3:30 pm and 10:00 pm to allow for any unforeseen issues along with the following conditions:

- The applicant shall provide a certificate of liability insurance for a minimum of \$1,000,000 listing the City of Lindsay as a certificate holder.
  - The applicant shall coordinate with Tulare County Health Services to satisfy any food sale requirements they choose to impose.
  - The applicant shall coordinate with local waste services for the temporary use of a minimum of one three-yard trash bin, and one three yard recycle bin to be emptied as needed.
  - The applicant shall provide a minimum of four regular porta-potties with an additional handicap accessible porta-potty.
  - The applicant shall be responsible for leaving the site in the same condition as before the temporary use began.
  - The applicant shall coordinate with the City to schedule a health and safety inspection with both the Building Inspector and the Fire Marshal.
  - The applicant shall obtain a business license from the City of Lindsay.
  - The applicant shall obtain consent from both the property owner as well as the primary tenant.
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## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: January 9, 2018  
AGENDA #: 4.4  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

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### *BACKGROUND | ANALYSIS*

Temporary Use Permit No. 17-32 is a request by Juan Torrtelblanca (Royal Spectacular) to use the Lindsay Food Center parking lot for a circus from March 27 through April 6. Crews would begin setup on Tuesday, March 27, with the circus opening to the public on Thursday, March 29th. Performances would run through Monday, April 4th. Tear down and clean up would be complete by Wednesday, April 6th. Performances would occur once per evening from 7:30pm - 9:30pm on March 29th and 30th as well as April 2nd with two shows per day on March 31st and April 1st. The proposed dates with two shows will be from 4:30pm – 6:30pm and 7:30pm – 9:30pm.

The nearby unpaved parking area would be dedicated to travel trailer and RV parking for circus staff. Fire extinguishers would be placed at all circus exits as well as at strategic points throughout the tent and ticket booth. Electricity would be provided by an on-site generator and a minimum of four regular porta-potties along with an additional handicap accessible porta-potty would be provided by the applicant for customer convenience. Trash removal, cleaning services for the porta-potties and RV and travel trailer waste removal will be conducted as needed at the expense of the applicant with a minimum of one regular three-yard waste bin and one recycle three yard waste bin. Parking would be provided by on-site parking opportunities in front of the market building. The applicant is also responsible for ensuring any requirements with Tulare County Health services are met if any food is to be sold. This is strictly a family oriented event and no smoking or alcoholic beverages will be allowed.

### *ALTERNATIVES*

- Approve with modification(s)
- Deny request
- Request Staff to research and provide additional information

### *BENEFIT TO OR IMPACT ON CITY RESOURCES*

Benefits to the City include a potential increase in tourism as members of adjacent communities will likely attend this event. Staff expects this event to assist local dining and shopping businesses.

Impacts include staff resources needed to inspect the tent and event set-up to ensure it meets general safety requirements.



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: January 9, 2018  
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### *ENVIRONMENTAL REVIEW*

California Environmental Quality Act (CEQA) Article 19 §15304 identifies minor alterations to land, including circuses, as Categorical Exempt. A draft Notice of Exemption has been prepared and has been available for public review.

### *POLICY ISSUES*

The project site is zoned Mixed Use. The proposed use is permitted, subject to approval of a temporary use permit by the City Council. Requirements for temporary use permits are listed in Zoning Ordinance Section 18.17.180:

#### SECTION 18.17.180 TEMPORARY USE PERMITS

Temporary use permits may be approved by the City Council. Temporary uses are defined as non-permanent, special promotional or seasonal land uses which are similar in nature and intensity to land uses in the underlying zone. The city council may approve temporary use permits, subject to the following findings and guidelines:

- A. Temporary use permits shall be for a fixed period of time, not to exceed thirty calendar days per year for each outdoor temporary use, and six months for all other uses or structures.
- B. Adequate and safe ingress and egress shall be provided to the project site. Directional signing, barricades, fences, and landscaping may be required as a condition of permit approval. Private security personnel may also be required for promotional events.
- C. Adequate parking facilities shall be provided for each temporary use.
- D. The proposed temporary use will not adversely impact traffic circulation or result in traffic congestion in the project area.
- E. Upon termination of a temporary use, or abandonment of the site, the applicant shall remove materials and equipment, and restore the premises to its original condition.
- F. Reasonable time limits for hours of operation may be set by the city council as a condition of permit approval.
- G. Applicants for temporary use permits shall secure all other applicable licenses and permits prior to issuance of a temporary use permit.
- H. Signing for temporary uses shall be subject to the approval of the community development department.



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: January 9, 2018  
AGENDA #: 4.4  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

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I. The city council may deny an application for a temporary use permit if conditions exist which would be injurious or detrimental to existing improvements, land uses, or surrounding areas.

The following is an evaluation of this event as it pertains to the requirements of a Temporary Use Permit:

**Access:** The project site provides safe access via the parking lot entrance on S. Mirage Ave. Staff believes that this access would meet the required criteria for a temporary use permit.

**Parking:** With approximately 100 off street parking spaces available, adequate paved parking is available at the proposed site.

**Hours of Operation:** Reasonable hours of operation are proposed for this type of use; between 4:00pm and 10:00pm between March 29th and April 2nd, 2018.

**Duration of Permit:** Council may approve this temporary use permit request for a time period not exceeding a cumulative total of 6 months. The applicant is requesting this permit for a period of nine days; March 27, 2018 through April 4, 2018.

**Fire and Safety:** Fire extinguishers would be placed at all circus exits. The City Fire Department would inspect and approve the circus site prior to the commencement of operations. The northern drive approach on Elmwood will provide emergency services exclusive access to the site if needed. Any requirements from Tulare County Health Services will be met by the applicant if food is to be sold during this event.

**Security:** Security would not be required, per Public Safety due to the nature of the event; which is a family oriented event of short duration with a requirement to pay to enter.

**Insurance:** The applicant would provide a certificate of liability insurance listing the City of Lindsay as a certificate holder, with coverage amounts acceptable to the City prior to the commencement of operations.

**Site Cleanup:** The applicant would be required to maintain the site and surrounding area in a clean and neat condition, free of all trash and debris. The emptying of trash receptacles and dumpster would be monitored and be the responsibility of the applicant. If the dumpster becomes full prior to its normal emptying date, a special emptying would be arranged with the waste management company with the cost being borne by the applicant. Upon the conclusion of the circus, the site would be returned to its pre-circus condition.



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: January 9, 2018  
AGENDA #: 4.4  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

---

### *PUBLIC OUTREACH*

Temporary Use Permits do not require public outreach.

### *ATTACHMENTS*

- Site Plan
- Zoning Map



**TENT**  
7,800 Square Feet

**GENERATOR**

**RVs**

**TICKET BOOTH**

**WASTE BINS**

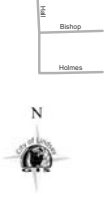
**PORTA POTTIES**

Lindsay food center

El Progresso

Tow Pro

# CITY OF LINDSAY ZONING MAP

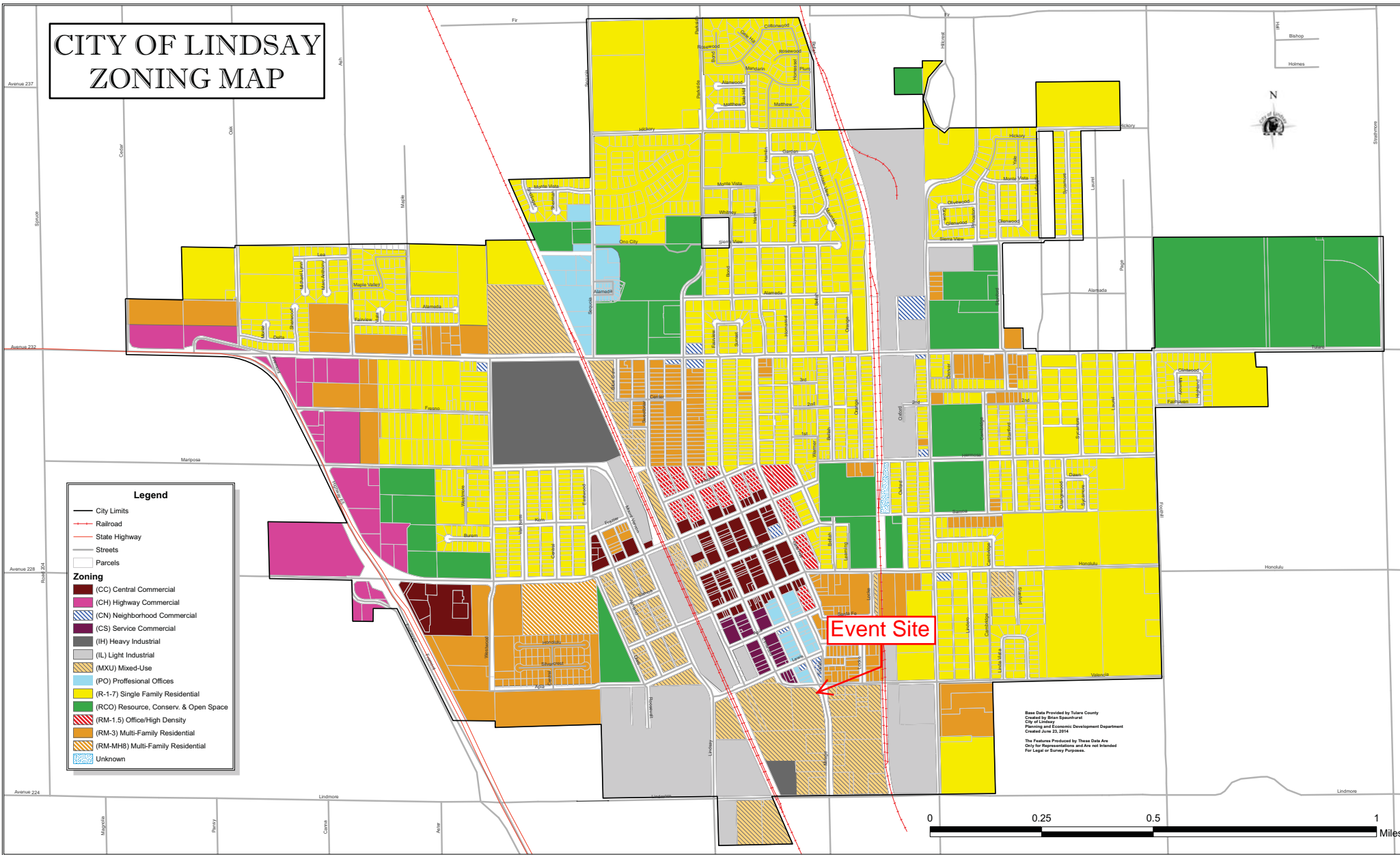


**Legend**

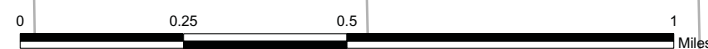
- City Limits
- Railroad
- State Highway
- Streets
- Parcels

**Zoning**

- (CC) Central Commercial
- (CH) Highway Commercial
- (CN) Neighborhood Commercial
- (CS) Service Commercial
- (IH) Heavy Industrial
- (IL) Light Industrial
- (MXU) Mixed-Use
- (PO) Professional Offices
- (R-1-7) Single Family Residential
- (RCO) Resource, Conserv. & Open Space
- (RM-1.5) Office/High Density
- (RM-3) Multi-Family Residential
- (RM-MH8) Multi-Family Residential
- Unknown



Base Data Provided by Tulare County  
 Created by Brian Spanghurst  
 City of Lindsay  
 Planning and Economic Development Department  
 Created June 23, 2014  
 The Features Produced by These Data Are  
 Only for Representations and Are not Intended  
 For Legal or Survey Purposes.





## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: NOVEMBER 20, 2017  
AGENDA #: 4.5  
STAFF: MICHAEL CAMARENA, CITY SERVICES DIRECTOR,  
559-562-7102 EXT 4, [engineering@lindsay.ca.us](mailto:engineering@lindsay.ca.us)

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### AGENDA ITEM

TITLE Disinfection By Products (DBP) Notification Update

ACTION None requested, informational item only

PURPOSE Statutory Requirement

COUNCIL OBJECTIVE(S) Live in a safe, clean, comfortable and healthy environment.

---

### RECOMMENDATION

None requested, this item is presented as information only.

---

### BACKGROUND | ANALYSIS

As past updates have identified, the quarterly notification for Disinfection By Products (DBP) is a requirement of the State of California Water Resources Control Board (DWR). Every water service account will receive this notice. This is the fourth quarter notification for 2017 and as long as our system exceeds the maximum contaminant level (MCL) for DBP, quarterly notification will be required by DHS. The first notification was released January, 2017 (for fourth quarter of 2016).

The template for this letter was provided by the DHS. It is their approved language; we update this notice with our sample result values, in a running annual average.

While the system exceeds the MCL for DBP, the notice states that this is not an emergency and that an alternate source of water is not needed. It also points out that persons with specific health concerns consult their doctor.

Disinfection byproducts are chemical, organic and inorganic substances that can form during a reaction of a disinfectant with naturally present organic matter in the water. Byproducts that are regulated are Total Trihalomethane (TTHM) and five Haloacetic acids (HAA5). The DBP's are a result of our primary chlorine disinfection process of surface water. The City identified a time frame of 18 months to have the problem corrected, if necessary.

### PUBLIC OUTREACH

Done with this agenda.

### ATTACHMENTS

- DBP Notification
-

## IMPORTANT INFORMATION ABOUT YOUR DRINKING WATER

Este informe contiene información muy importante sobre su agua potable.

Tradúzcalo o hable con alguien que lo entienda bien.

Si tiene alguna pregunta por favor llame al 559-562-7102 opción 4

---

### City of Lindsay has levels of Disinfection Byproducts Above Drinking Water Standards

---

Our water system recently failed a drinking water standard. Although this is not an emergency, as our customers, you have a right to know what you should do, what happened and what we are doing to correct this situation.

We routinely monitor for the presence of drinking water contaminants. Test results continue show that our system exceeds the standard or maximum contaminant level (MCL), for Total Trihalomethane (TTHM) and/or 5 Haloacetic Acids (HAA5). The MCL standard for THM is 0.080 ug/L and for HAA5 is 0.060 ug/L. The running average level of TTHM and HAA5 over the last year at each site is listed below;

Site	TTHM	HAA5	Site	TTHM	HAA5	Site	TTHM	HAA5
S1	<b>.103</b>	.011	S2	.073	<b>.081</b>	S3	.075	.044
S4	.025	.031	S5	.029	.023	S6	.037	.021
S7	.011	.017	S8	.079	<b>.070</b>	S9	.079	<b>.080</b>

#### What should I do?

**You do not need to use an alternative (e.g., bottled) water supply.** This is not an immediate risk. If it had been, you would have been notified immediately.

*Some people who drink water containing TTHM's in excess of the MCL over many years may experience liver, kidney, or central nervous system problems, and may have an increased risk of getting cancer.*

*Some people who drink water containing HAA5's in excess of the MCL over many years may have an increased risk of getting cancer.*

If you have other health issues concerning the consumption of this water, you may wish to consult your doctor.

#### What happened? What was done?

Disinfection byproducts (TTHM and HAA5) are chemical, organic and inorganic substances that can form during a reaction of a disinfectant with naturally present organic matter in a water supply. TTHM and HAA5 samples are collected each quarter and a running annual average (RAA) is calculated for compliance.

The City has identified preliminary costs of renovating our primary disinfection process and until the project is funded and completed, will closely monitor operations to strive to lower TTHM and HAA5 levels. We will continue to sample and test TTHM and HAA5 at locations throughout the City and provide public notification as required.

We anticipate resolution of the problem within 15 months. If testing results show a reduction in TTHM and HAA5 levels, this will be identified in the next quarterly water system update. For more information, please contact Mike Camarena at 559-562-7102, ext.4 or at the following mailing address: P.O. Box 369, Lindsay, CA. 93247.

*Please share this information with all the other people who drink this water, especially those who may not have received this notice directly (for example, people in apartments, nursing homes, schools, and businesses). You can do this by posting this notice in a public place or distributing copies by hand or mail.*

#### Secondary Notification Requirements

Upon receipt of notification from a person operating a public water system, the following notification must be given within 10 days [Health and Safety Code Section 116450(g)]:

- SCHOOLS: Must notify school employees, students, and parents (if the students are minors).
- RESIDENTIAL RENTAL PROPERTY OWNERS OR MANAGERS (including nursing homes and care facilities): Must notify tenants.
- BUSINESS PROPERTY OWNERS, MANAGERS, OR OPERATORS: Must notify employees of businesses located on the property.

This notice is being sent to you by the City of Lindsay.

Date distributed: December 28, 2017.



## **RULES FOR CITY OF LINDSAY PUBLIC HEARING PROCEDURES**

### **1. OPENING**

Mayor opens the public hearing.

### **2. ARGUMENTS**

Proponents (those in favor) are permitted to speak first. The Council may ask questions of the proponents and they may respond.

Opponents (those against) are permitted to speak second. The Council may ask questions of the opponents and they may respond.

### **3. REBUTTALS**

Proponents and Opponents are permitted to offer rebuttals.

### **4. COUNCIL QUESTIONS**

Council may ask additional questions. However, the parties may not engage in further debate.

### **5. CLOSING**

Mayor closes the Public Hearing

Council discusses the subject of the public hearing

Council members make a motion, if necessary

Council votes



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: January 9, 2018  
AGENDA #: 5  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

---

### AGENDA ITEM

TITLE	PPN 17-09 Hermosa Street Intersection Improvement Project (Initial Study/Mitigated Negative Declaration Review)
ACTION	Review and Approve CEQA documents for the proposed Hermosa Street Intersection Improvement Project
PURPOSE	Discretionary Action
COUNCIL OBJECTIVE(S)	Live in a safe, clean, comfortable and healthy environment. Increase our keen sense of identity in a physically connected and involved community. Nurture attractive residential neighborhoods and business districts. Dedicate resources to retain a friendly, small-town atmosphere. Yield a fiscally self-reliant city government while providing effective, basic municipal services.

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### RECOMMENDATION

Staff recommends approval with modifications of the Initial Study and Mitigated Negative Declaration for Planning Project No. 17-09, based on the findings of the initial study and the proposed mitigation measures listed here and in the attached draft resolution. Staff is requesting approval with modifications so that all comments received at the public meeting held on January 4<sup>th</sup> as well as all comments received at the public hearing held during this meeting can be added to the document and addressed by staff.

This request for approval is for the environmental work only.

If staff recommendation is granted, any modifications that require additional mitigation measures will require staff to schedule an additional public hearing so that the public and council can review the proposed modifications accordingly.

---

### BACKGROUND | ANALYSIS

The Hermosa Street Intersection Improvement Project proposes to construct a roundabout that is 110 feet in diameter, at the intersection of Hermosa Street and Westwood Avenue. Specifically, the project would require 382 square feet of the northeastern corner of APN 205-051-016, 3,847 square feet of the northwestern corner of APN 199-200-003, 201 square feet of the southeastern corner of APN 205-040-

---



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: January 9, 2018  
AGENDA #: 5  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, [BSPAUNHURST@LINDSAY.CA.US](mailto:BSPAUNHURST@LINDSAY.CA.US)

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005, and 3,676 square feet of the southwestern corner of APN 199-210-035 to transition from medium density residential to public right of way.

Surrounding land uses for the project site include:

- Northwest: Jefferson Elementary School use.
- Northeast: Single-family residential use.
- Southwest: Multi-family residential use.
- Southeast: Mobile-home residential use.

CEQA approval is being sought at this time due to in order to progress with the scheduled project timeline. Final design details of PPN 17-09 would be presented to the Lindsay City Council for review and approval at a noticed public hearing when the project is ready to progress to the construction phase.

The initial study provides a review of the project and an assessment to determine if the project has the potential to result in significant adverse environmental impact(s). The mitigated negative declaration is a finding (based on the initial study) that the project would not have the potential to result in significant adverse environmental impacts with mitigation measures implemented (thus “negatively declare”).

The Initial Study and all documents referenced supporting this determination along with a copy of the draft Mitigated Negative Declaration have been on file at the City of Lindsay Planning and Economic Development Office at 251 E. Honolulu Street, Lindsay, CA 93247 and have been available on the City of Lindsay website, at <http://www.lindsay.ca.us/city-hall-2/document-library/environmental-documents> . The public has been invited to comment on the draft Mitigated Negative Declaration during the minimum 20-day public review period, beginning December 21, 2017 and ending January 9, 2018.

The four main objectives of this project are to increase pedestrian and vehicle safety before and after school, increase pedestrian safety all year, reduce vehicle speeds, and reduce vehicle emissions. The initial study identifies alternatives that were considered, however of all alternatives, the proposed project is the only design method that satisfies all four objectives.

### *ALTERNATIVES*

- Approve with no modifications
- Request additional information from staff
- Deny



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: January 9, 2018  
AGENDA #: 5  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

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### *BENEFIT TO OR IMPACT ON CITY RESOURCES*

Benefits include increasing vehicle and pedestrian safety both during peak school times and all year, reducing vehicle speeds which results in fewer accidents at lower impacts, and decreases vehicle emissions which assists in the State mandate to lower vehicle emissions per Executive Order S-3-05.

Impacts include increased City resources required to maintain the project after it is completed. Staff views this impact as negligible as City Services crews already cycle through the maintenance of City property on a weekly basis. City staff anticipates no new routes would be needed for the crews and the amount of extra time needed to maintain the completed project area would not result in the need for additional crew members.

### *ENVIRONMENTAL REVIEW*

An initial study was performed and no significant effects on the environment are anticipated as a result of this project. A draft Mitigated Negative Declaration has been prepared in accordance with the California Environmental Quality Act (see attached). Proposed mitigation measures are as follows:

#### **Aesthetics:**

The project will 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 construction, including, but not limited to: Regulation VIII (Fugitive PM<sub>10</sub> 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 project construction contractor 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:**

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



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: January 9, 2018  
AGENDA #: 5  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

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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:**

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

### *POLICY ISSUES*

**Zoning and Land Use:** The project site does not have a zoning designation as it is considered public right-of-way, however the project does require a portion of adjacent properties to be utilized through eminent domain. Projects within public right-of-way are commonly exempt from CEQA as they are largely considered maintenance. It is because of the additional land required from adjacent properties that an Initial Study and resulting Mitigated Negative Declaration are required.

From a zoning and land use perspective, staff considers the transition from land that is zoned and developed for single and multiple family residential use to land that is identified and used as public right-of-way to be a decrease in intensity as development intended for public right-of-way use has less impacts than development intended for residential use.

### *PUBLIC OUTREACH*

POSTED IN THIS AGENDA ON 1/5/18

POSTED IN NEWSPAPER ON 12/21/17

HELD MEETINGS WITH COMMUNITY ON 12/5/17 AND 1/4/18

### *ATTACHMENTS*

- Draft Resolution 18-01
- CEQA Initial Study/Mitigated Negative Declaration
  - An aerial photo and zoning map are contained in the initial study for reference
- Receipt for Newspaper Publishing



# DRAFT

# Initial Study/Mitigated Negative Declaration

---

Hermosa Street Intersection Improvement  
Project  
(Initial Study/Mitigated Negative Declaration  
[IS/MND] 17-09)

Prepared by the  
City of Lindsay Planning Department

12/13/2017

## General Information About This Document

### What's in this document:

The City of Lindsay Planning Department has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in the City of Lindsay, California. The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

### What should you do:

- Please read this document.
- Additional copies of the document and the related technical studies are available for review at the City of Lindsay at 150 N. Mirage Ave. in Lindsay and the Tulare County Lindsay Branch Library at 155 N. Mirage Ave. in Lindsay. The document can be downloaded at the following website:  
<http://www.lindsay.ca.us/city-hall-2/document-library/environmental-documents>
- Attend the public information meeting on December 5, 2017 at 6:00 PM at Jefferson Elementary School, 333 N. Westwood Avenue, Lindsay, CA 93247.
- We'd like to hear what you think. If you have any comments regarding the proposed project, please attend the public information meeting, and/or send your written comments to the City of Lindsay by the deadline. Submit comments via U.S. mail to:  
Brian Spaunhurst, Assistant City Planner  
Planning Department  
City of Lindsay  
P.O. Box 369  
Lindsay, CA 93247
- Submit comments via email to: [bspaunhurst@lindsay.ca.us](mailto:bspaunhurst@lindsay.ca.us)
- Submit comments by the deadline: January 9, 2018
- Attend Public Hearing during the January 9, 2018 City Council Meeting at 251 E. Honolulu Street, Lindsay, CA 93247.

### What happens next:

After comments are received from the public and reviewing agencies, the City Council of the City of Lindsay, as assigned by the State of California, may: 1) give environmental approval to the proposed project, 2) require additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, the City of Lindsay could design and construct all or part of the project.

### Printing this document:

To save paper, this document has been set up for two-sided printing (to print the front and back of a page). Blank pages occur where needed throughout the document to maintain proper layout of the chapters and appendices.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to the City of Lindsay, Attn: Brian Spaunhurst, Planning Department, P.O. Box 369, Lindsay, CA 93247; (559) 562-7102 ext. 8032



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## 1.0 PROJECT INFORMATION

Project Title:	Hermosa Street Intersection Improvement Project (IS/MND 17-09)
Lead Agency:	City of Lindsay, 251 E. Honolulu St. Lindsay, CA 93247
Contact Person:	Brian Spaunhurst (559) 562-7102 ext. 8032
Location:	Intersection of Hermosa St. and Westwood Ave.
Applicant:	City of Lindsay, 251 E. Honolulu St. Lindsay, CA 93247
General Plan Land Use Designation:	Medium Density/Public Right of Way.
Zoning:	Multi-Family Residential (RM-3)/Public Right of Way.
Description of Project:	See Project Description in Section 3 of this Initial Study.
On-Site Land Uses:	Multi-Family Residential (RM-3), and Public Right of Way.
Surrounding Land Uses:	Multi-family residential land use to the southwest, Jefferson Elementary School to the northwest, single family residential to the northeast, multi-family residential under development to the southeast.
Interested Agencies:	Caltrans, San Joaquin Valley Air Pollution Control District, Tulare County Association of Governments, Self-Help Enterprises, and Lindsay Unified School 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 intersection improvement project (IS/MND 17-09) 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.

A Build Alternative and the No-Build Alternative are being considered. The Build Alternative would improve safety by constructing a single-lane roundabout that would require drivers to reduce speed as they approach and proceed through the roundabout. The roundabout design allows for lower speed turning movements that promotes a safer intersection by slowing traffic in all directions on these arterial and collector streets.

### **2.2 Public and Agency Review**

This Initial Study will be circulated for public and agency review from December 20, 2017 to January 9, 2018. Copies of this document are available for review at the following locations:

City of Lindsay Planning and Economic Development office:  
150 N. Mirage Avenue  
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/city-hall-2/document-library/environmental-documents>

### **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. Discretionary approval would be required from the Lindsay City Council.

## 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 Hermosa Street Intersection Improvement Project is a request by the City of Lindsay to construct a roundabout that is 110 feet in diameter, at the intersection of Hermosa Street and Westwood Avenue. Specifically, the project would require 382 square feet of the northeastern corner of APN 205-051-016, 3,847 square feet of the northwestern corner of APN 199-200-003, 201 square feet of the southeastern corner of APN 205-040-005, and 3,676 square feet of the southwestern corner of APN 199-210-035 to transition from medium density residential to public right of way.

The project would include multiple pedestrian safety improvements to adjacent pedestrian destinations (school facility, multi-family housing, and shopping center). In addition, the project will also include traffic improvements to the intersection at Westwood Avenue and Hermosa Street, to facilitate motorized and non-motorized transit opportunities for the residents of Lindsay including bike lanes and separate turn pockets along Hermosa Street.

An overview and aerial photo are provided, as identified in the following Figures.

Figure 3.1 Overview: Project location within City of Lindsay

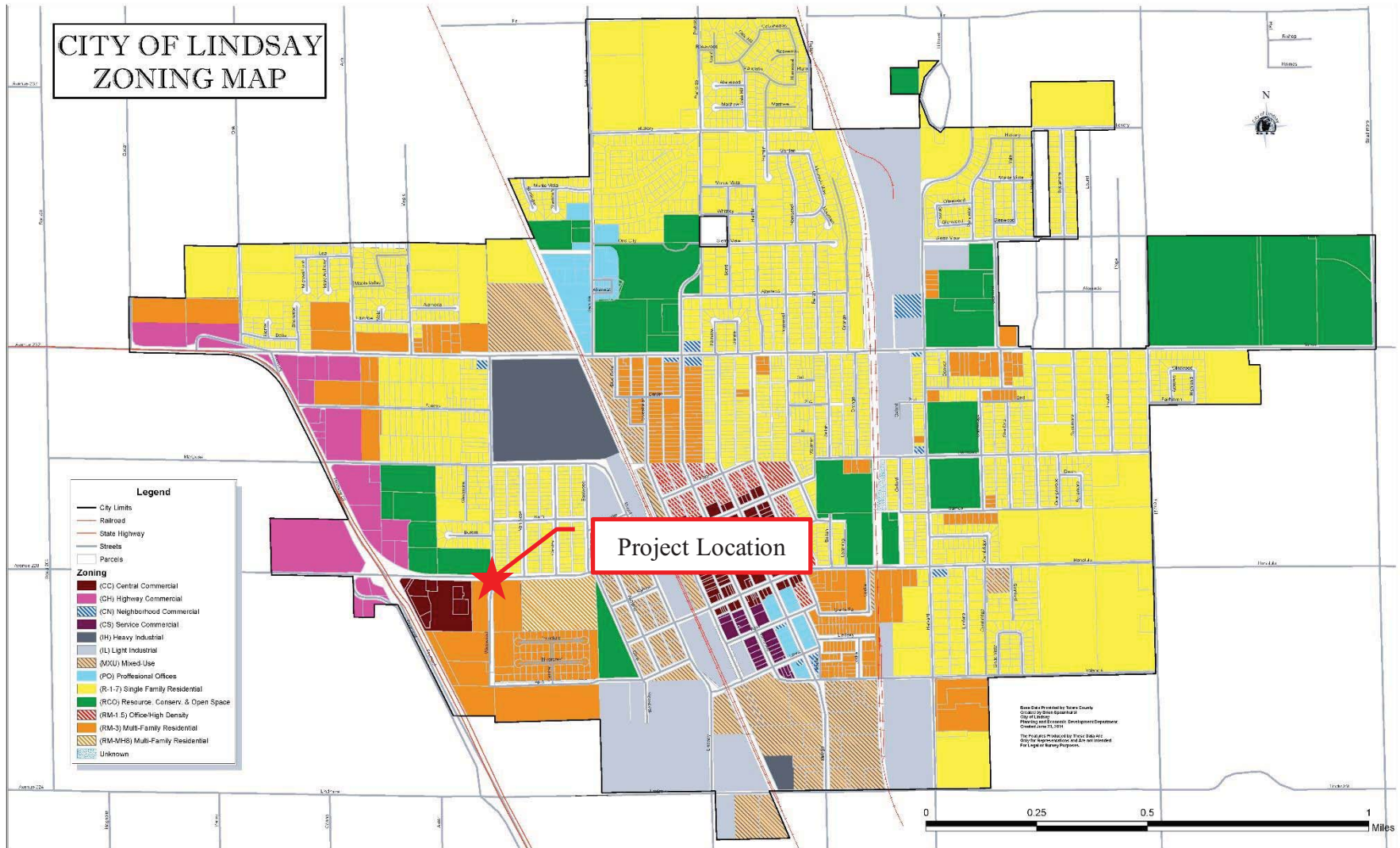


Figure 3.2 Site Aerial Photo





### 3.2 Project Background and Objectives

**Background:** Funding for the Hermosa Street Intersection project will come from the Strategic Growth Council's Affordable Housing and Sustainable Communities program, and Bike and Pedestrian Measure R program funds. The improvements made to this intersection will increase traffic and pedestrian safety while maintaining an adequate level of service.

Concern from community members and the local school district has grown over the years as the northwestern parcel adjacent to this intersection is Jefferson Elementary school. As Hermosa Street is an arterial roadway, the increase in pedestrian activity that occurs in the morning and afternoon exposes a larger than normal risk for accidents to occur.

The southeastern parcel adjacent to this intersection has recently obtained approval to develop 2.51 acres of orange groves into a 50-unit multi-family low-income apartment complex. The addition of these units presented an opportunity for the City of Lindsay to evaluate the cumulative risk of this intersection.

The existing pedestrian crossing requires pedestrians to cross five lanes of traffic, approximately 66 lineal feet. As proposed, the project would reduce exposure of pedestrians to vehicular interaction to two (2), 14-foot-wide lanes (An approximate 68% of reduction in asphalt area pedestrians must navigate to cross Hermosa Street). A pedestrian island between the two proposed lanes would provide drivers and pedestrians increased ability to avoid accidents.

**Objectives:** Project objectives include improving vehicle and pedestrian safety with minimal impact to traffic flow. Reducing vehicular speeds along with entry and exit design angles to the roundabout, the potential for "T-Bone" accidents is significantly reduced if not completely eliminated. Accidents that could occur would be at reduced speed and at such an angle that injuries could be less serious in nature.

### 3.3 Project Site and Surrounding Uses

The residential units and community center would occur within northernmost three acres of a five-acre site. The project site is currently comprised of an actively maintained orchard. The project site is bordered by residential uses, and transportation corridors.

Surrounding land uses for the project site include:

- North: School and Residential.
- South: Residential
- East: Mobile home/residential
- West: Residential

### 3.4 Construction Schedule and Activities

The proposed project includes the construction of 110' diameter roundabout. The roundabout will have features that promote pedestrian, bicycle, and vehicular traffic safety. The proposed project will require 8,106 square feet of additional right of way space from four properties at the intersection of Hermosa Street and Westwood Avenue. Roundabout construction is scheduled to begin in June 2018.

### 3.5 Alternatives

#### 3.5.1 Proposed Build Alternative

The Build Alternative would construct a single-lane roundabout at the intersection of Hermosa Street and Westwood Avenue that would accommodate traffic to the year 2040 (see attached Omni Means Traffic Operations Analysis). The proposed roundabout would include the following:

- A single lane roundabout with four legs; a leg would each be provided for west and east bound Hermosa Street and a leg would each be provided for north and south bound Westwood Avenue.
- A 110 foot diameter, which include a 23 foot diameter raised island, a 20 foot wide circulatory roadway width, and a 12 foot wide truck apron to accommodate California Legal trucks.
- A landscaped center island, that does not interfere with line of sight or potential scenic views.
- Crosswalks, sidewalks, and curb ramps constructed to Americans with Disabilities Act standards.
- Curbs, tapered shoulders, and island medians that act as barriers to guide traffic through the roundabout.
- Curb and gutter that would collect storm water runoff from within the roundabout and direct the runoff to existing storm drain collection facilities.
- Pavement markings and warning signs installed on all legs of the roundabout that alert approaching drivers to reduce speed and identify pedestrian crossings.

There are no anticipated design exceptions proposed for this project. The Build Alternative would require approximately 8,106 square feet of additional right of way. The required right of way includes developed resource, conservation and open space and residential land. No structures would be affected.

The Build Alternative is estimated to cost \$1.4 million.

#### 3.5.2 No Build Alternative

Consideration of a No Build Alternative is required by the California Environmental Quality Act. The No Build Alternative would leave the intersection as it is. As a result of the No Build Alternative, the high risk of pedestrian and vehicle accidents would continue and the purpose and need would not be met.

#### 3.5.3 Comparison of Alternatives

Criteria to evaluate alternatives include purpose and need objectives and potential environmental effects of the proposed project. Table 3.1 compares the alternatives using the evaluation criteria.

**Table 3.1 Comparison of Activities**

<b>Evaluation Criteria</b>	<b>Build Alternative</b>	<b>No-Build Alternative</b>
<b>Improves Traffic Safety</b>	The design of the proposed roundabout would create a traffic pattern that would improve safety by lowering traffic speed and requiring all drivers to make right-hand turns. This design potentially eliminates broadside collisions	Provides no improvements to traffic safety.
<b>Minimizes Environmental Impacts</b>	The roundabout project would result in short-term construction related impacts to air quality, visual resources, traffic and transportation/pedestrian and bicycle facilities, and utilities. Once complete, this project will have less than significant environmental impacts.	No environmental impacts.
<b>Meets Purpose and Need</b>	Yes	No

After the public circulation period, all comments will be considered. The City Council of the City of Lindsay will select a preferred alternative and make the final determination of the project’s effect on the environment. In accordance with the California Environmental Quality Act, if no unmitigable significant adverse impacts are identified, the City of Lindsay will prepare a Mitigated Negative Declaration.

**3.5.4 Alternatives Considered but Eliminated from Further Discussion**

- **Single Lane Roundabout Convertible to a Double Lane**
  - This alternative proposed to construct a double lane roundabout that could function as a single lane roundabout for up to 15 years. After the 15 years, the center island could be reduced to form an additional lane, accommodating increased traffic. This alternative was eliminated because:
    - Additional right of way would need to be acquired for the design of double lanes, potentially causing increased ROW required from adjacent private parcels.
    - The cost of this alternative would exceed the budget available for the Build Alternative.
- **Signalized Intersection with Left Turn Pockets**
  - This alternative proposed constructing a signalized intersection with left turn pockets controlled by traffic signals. It was considered but withdrawn from further consideration as the California Manual on Uniform Traffic Control Devices requires roundabouts to be considered. “Should a roundabout be determined to provide a viable and practical solution, it should be studied in lieu of, or in addition to a traffic control signal”. (2014 CA MUTCD, Revision 2, Section 4C.01, P. 827)
  - Staff also identifies the following negative impacts this alternative would create for the City:
    - Longer periods of time spent for vehicles idling at signalized intersections leads to a decrease in air quality.

- Longer periods of time spent for vehicles idling at signalized intersections leads to increased travel times.
- Signalized intersections have a higher rate of installation and maintenance cost.
- Maintenance for signalized intersections requires special equipment that the City does not currently operate.

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

**5.0 DETERMINATION**

On the basis of this initial evaluation:

	I find that the proposed project <b>COULD NOT</b> have a significant effect on the environment, and a <b>NEGATIVE DECLARATION</b> 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 <b>MITIGATED NEGATIVE DECLARATION</b> will be prepared.
	I find that the proposed project <b>MAY</b> have a significant effect on the environment and an <b>ENVIRONMENTAL IMPACT REPORT</b> is required.
	I find that the proposed project <b>MAY</b> 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 <b>ENVIRONMENTAL IMPACT REPORT</b> will be prepared.

Signature: 

Date: 11/13/2017

Brian Spaunhurst,  
Assistant City Planner  
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
<b>AESTHETICS:</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 – d). Less than significant 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 a highway and residential land uses. The site is currently a four-lane arterial street (two lanes west & two lanes east) with turn pockets on both sides of the intersection, and a lighted, signed and striped pedestrian crossing on the western side. Additionally, a two-lane collector avenue (one lane north & one lane south) with a striped pedestrian crossing on the northern side. Views of foothills are currently only available from the project site looking down Hermosa Street to the east. The Build Alternative would not degrade these existing views. The project involves the construction of a 110’ interior diameter roundabout which requires 8,106 square feet of additional public right of way from four properties at the intersection of Hermosa Street and Westwood Avenue. The project also includes the addition of bicycle lanes and improved pedestrian safety features along Hermosa Street and Westwood Avenue. The site does not have an identified scenic vista, nor is it part of a scenic vista; however, Hermosa Street is designated as a landscaped entrance corridor by the City of Lindsay General Plan and as such, landscaping along Hermosa Street will be in accordance with the landscaping requirements set forth by the City. 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. The Build Alternative will blend into the existing view shed. 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
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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:**

a – e). No Impact. The project will be constructed on a property that is already developed, within the City of Lindsay. The site is surrounded by urban uses and is currently zoned as Public Right of Way, Multi-Family Residential, and Resource, Conservation and Open Space and as such, any conversion issues of this site have been addressed in the General Plan Environmental Impact Report. 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. There is no impact.

### 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input 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 with Mitigation. 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 regional area 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 Public Right of Way, Multi-Family Residential and Resource, Conservation and Open Space, 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 significant 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; thus, impacts would be less than significant.

In preparation for this proposed project, a traffic analysis of this intersection (attached) was completed by Omni Means, a local engineering firm. This traffic analysis utilized traffic counts from existing conditions and modeled traffic flow through this intersection via a roundabout with identical features to what is currently proposed. The traffic analysis concludes that the Level of Service for this intersection, with the proposed intersection upgrades, will continue to provide no lower than a “B” level through the year 2040.

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. As this is an intersection upgrade project, the adjacent uses will be utilized to estimate the number of trips generated and compared to their relative use identified in Table 6.3.1 below. These uses include a 50-unit multi-family complex, a 56-unit multi-family apartment complex, a single-family residence, and an elementary school. According to the ITE Trip Generation Report (7<sup>th</sup> Edition), the operation of 50-unit multi-family complex would result in approximately 329.5 daily trips; The operation of a 56 multi-family complex would result in approximately 369 daily trips; The operation of a single-family residence would result in approximately 9.57 daily trips; and the operation of an elementary school would result in 754 daily trips. The combined residential uses total of approximately 709 daily trips is less than the Residential Housing threshold identified in Table 6.3.1. In addition, the 754 Elementary School trips generated is less than the Institutional threshold, also identified in Table 6.3.1. As none of the adjacent land uses exceed the thresholds in Table 6.3.1 it can be concluded the project meets the SPAL criterion for project type and is excluded from quantifying criteria pollutant emissions for CEQA purposes.

**Table 6.3.1  
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 6.3.2, 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 construction, 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 contractor 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 encroachment 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 6.3.2  
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"> <li>• 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.</li> <li>• All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.</li> </ul>
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- 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, track out 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 track out.

c - e). 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.

The site is surrounded on all sides by urban uses (residential neighborhoods and a school). The project does include one project component identified by the California Air Resources Board that could potentially impact any sensitive receptors. Classified as an Arterial road, Hermosa Street could be considered a heavily travelled road. However, as the project is an upgrade to an existing heavily travelled road that will not expand or increase the use of said road, it will not create a significant impact. The proposed project would not expose sensitive receptors to substantial pollutant concentrations and therefore there will be less than significant impacts.

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 residential neighborhoods, commercial and a school) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Discussion:**

a – f). No Impact. The project site is located near the western extent of the city’s urban development and is surrounded by urban uses. The site is currently actively maintained as a roadway intersection. 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

<b>GEOLOGY AND SOILS:</b> 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:**

a – e). No Impact. The project will consist of constructing a roundabout 110' in diameter. 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. No septic system is proposed with the project. The project would be constructed to the standards of all seismic related building and safety codes under the most recently adopted codes in the City of Lindsay in accordance with State and Federal requirements. Compliance with these design standards will ensure that there are no potential impacts related to strong seismic ground shaking, unstable soils or ground failure.

## 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. 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 (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H<sub>2</sub>O). CO<sub>2</sub> 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 CO<sub>2</sub> equivalents (CO<sub>2</sub>e).

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

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

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

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

As a central requirement of AB 32, the ARB was assigned the task of developing a Climate Change Scoping Plan that outlines the state's strategy to achieve the 2020 GHG emissions limits. This Scoping Plan, which was developed by the ARB in coordination with the CAT, includes a comprehensive set of actions designed to reduce



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

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

a). Less Than Significant Impact.

Construction: Greenhouse gas emissions, generated during construction, would include activities such as site preparation, grading, the construction of the intersection, 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 primarily consist of vehicle operations. 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 (CO<sub>2e</sub>) per year. Project operational GHG emissions were calculated using CalEEMod based on the four adjacent uses to the intersection improvement site. This project is estimated to produce 1,468 metric tons per year of CO<sub>2e</sub>, 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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:**

a – b). No Impact. The construction and use of this project will not include the routine use, transportation, or disposal of hazardous materials

c) Less Than Significant Impact with Mitigation. As the build scenario project includes the use of an arterial roadway designed to accommodate up to 1,800 vehicles during peak hours, emissions from these vehicles will be individually considered under the build and no build scenarios presented.

Build Scenario: This scenario includes the development of a 110' single lane roundabout designed to carry up to 1,800 vehicles during peak hours.

d). Less Than Significant Impact. The project site is not known to be included in a hazardous materials site list.

e – h) No Impact. 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

<b>HYDROLOGY AND WATER QUALITY:</b> 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

### **Discussion:**

a). No Impact. The project itself will not violate any water quality standards of waste discharge requirements. The project will tie into an existing storm drainage pipe within Hermosa Street and Westwood Avenue and discharge to the City's existing storm drain basin.

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). As a street improvement, minimal water sources are required. Any water requirements will serve for intersection island planters which are subject to the California Model Water Landscape Ordinance. This project includes designs to accommodate proper surface water flow as a part of the entire City water system. 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). No Impact. The proposed project will slightly alter the existing drainage pattern design with the development of the roundabout; however, the project will be connected with the City's existing storm water 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 no impacts.

e). Less Than Significant Impact. The proposed project will tie into the City's existing storm water drainage system. Construction and grading activities would create a potential for surface water to carry sediment from onsite erosion into the storm water system. 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 was 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Discussion:***

a – c). No Impact. This 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. No impacts regarding Land Use Planning will be created.

## 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Discussion:***

a – b). 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, 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:**

a – c) No Impact. This project will not induce substantial population growth in adjacent areas, neither directly or indirectly. No existing housing structures will be effected by this project; thus, no displacement of housing or residents will occur. There are no impacts created for Population and Housing.



## 6.14 Public Services

<b>PUBLIC SERVICES:</b>	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:**

a). 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:***

a – b). This project does not include neighborhood or regional park recreational facilities therefore there will be no impact.

## 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 type="checkbox"/>	<input checked="" 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 results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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). Less Than Significant Impact. This project incorporates vehicle, bicycle, and pedestrian pathways and does not conflict with any plans, ordinances or policies. As discussed in the Air Quality section, this project will not exceed trip generation thresholds. In addition, a traffic operations analysis conducted indicates a satisfactory level of service will be maintained at least through 2040. Therefore, any impacts will be less than significant.

b). No Impact. The project will not conflict with an applicable congestion management program. As stated in (a) the project will have no impact based on trips and current operation Level of Service.

c). 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.

d). Less Than Significant Impact. The project is located within close proximity to a school (northwest of the project site) and residential uses (multi-family on both southern sides of the project area). It is identified that the residential uses will have school aged children who will walk to school. To reduce potential hazards associated with pedestrian crossing across Hermosa Street this project is proposed to alleviate school related pedestrian uses. The incorporation of pedestrian islands will assist by reducing the number of vehicle lanes pedestrians must cross from five lanes to one.

e – f). No Impact. The project would not result in inadequate emergency access. The project would not result in inadequate parking capacity, nor would it 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 water, and storm water facilities within Hermosa Street. Storm water will discharge into the Mariposa Street storm water basin within the City Limits. Existing Hermosa Street and Westwood Avenue intersection storm water currently discharges to this same Mariposa Street basin. The project would not significantly impact water supplies nor would it significantly impact a landfill. All development and maintenance of this 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 checked="" type="checkbox"/>	<input 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:**

a and c) 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 environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

b) Less Than Significant Impact. The project does not have impacts that are individually limited, but cumulatively considerable as any potential impact are addressed with a mitigation measure(s) to ensure impacts are either less than significant or nullified.

## **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 construction, 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 project construction contractor 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

California Code of Regulations, Title 24, Part 11

California Government Code Section 65915(f)

California Department of Toxic Substances Control. Envirostor. <http://www.envirostor.dtsc.ca.gov/public/>. Accessed November 2017.

California Emissions Estimator Model (CalEEMod). Version 2016.3.2.15

City of Lindsay General Plan, 1989. Circulation Element. Page 48.  
City of Lindsay Municipal Code, Title 18: Zoning

Federal Emergency Management Agency. Flood Map Service Center.  
<http://msc.fema.gov/portal/search?AddressQuery=Lindsay%20California>. Accessed November 2017.

Institute of Transportation Engineers. 2003. *Trip Generation Manual, 7<sup>th</sup> Edition*.

San Joaquin Valley Air Pollution Control District. 2015. Guide For Assessing And Mitigating Air Quality Impacts.

Tulare County General Plan 2030 Update. 2012. Pages 11-3 and 11-4.

Water Feasibility Study for the City of Lindsay. 2013. Prepared by Provost & Pritchard Consulting Group.  
<http://www.lindsay.ca.us/documents/WaterFeasibilityStudy20131002FSFinalDraft.pdf>. Accessed November 2017.

## **10.0 APPENDIX A: CALEEMOD RESULTS**

Results are based upon project development impacts as the CEQA and traffic operations analysis address the project effects when it is fully developed and in operation.

As CalEEMod has no options for Right of Way projects, the adjacent uses were utilized to provide context for potential impacts.



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**Hermosa Street Intersection Improvement  
Tulare County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Elementary School	0.00		9.50	0.00	0
Apartments Low Rise	50.00	Dwelling Unit	2.51	43,051.00	175
Apartments Low Rise	56.00	Dwelling Unit	2.79	45,720.00	196
Single Family Housing	1.00	Dwelling Unit	0.16	1,600.00	3

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	51
<b>Climate Zone</b>	7			<b>Operational Year</b>	2019
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	702.44	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Fleet Mix -  
 Woodstoves - No wood stoves or fireplaces are proposed  
 Consumer Products - The project does not include park or golf areas.  
 Mobile Land Use Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Parking	150	0

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tblAreaCoating	Area_Residential_Exterior	61000	0
tblAreaCoating	Area_Residential_Interior	183001	0
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	0
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	150	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	150	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	150	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	58.30	0.00
tblFireplaces	NumberGas	0.55	0.00
tblFireplaces	NumberNoFireplace	47.70	0.00
tblFireplaces	NumberNoFireplace	0.45	0.00
tblGrading	AcresOfGrading	75.00	0.00
tblGrading	AcresOfGrading	5.00	0.00
tblLandUse	LandUseSquareFeet	50,000.00	43,051.00
tblLandUse	LandUseSquareFeet	56,000.00	45,720.00
tblLandUse	LandUseSquareFeet	1,800.00	1,600.00
tblLandUse	LotAcreage	3.13	2.51
tblLandUse	LotAcreage	3.50	2.79
tblLandUse	LotAcreage	0.32	0.16
tblLandUse	Population	143.00	175.00
tblLandUse	Population	160.00	196.00

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tblOffRoadEquipment	HorsePower	231.00	226.00
tblOffRoadEquipment	HorsePower	187.00	174.00
tblOffRoadEquipment	HorsePower	130.00	125.00
tblOffRoadEquipment	HorsePower	247.00	255.00
tblOffRoadEquipment	HorsePower	247.00	255.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	UsageHours	7.00	4.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblTripsAndVMT	WorkerTripNumber	18.00	10.00
tblTripsAndVMT	WorkerTripNumber	23.00	10.00
tblTripsAndVMT	WorkerTripNumber	23.00	18.00
tblTripsAndVMT	WorkerTripNumber	13.00	5.00
tblWoodstoves	NumberCatalytic	5.30	0.00
tblWoodstoves	NumberCatalytic	0.16	0.00
tblWoodstoves	NumberNoncatalytic	5.30	0.00
tblWoodstoves	NumberNoncatalytic	0.16	0.00

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tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

**2.0 Emissions Summary**

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**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					
2018	0.3277	2.7895	2.2561	3.9100e-003	0.1625	0.1511	0.3136	0.0722	0.1422	0.2143	0.0000	349.8376	349.8376	0.0721	0.0000	351.6412
2019	1.0095	1.2331	1.1945	2.1600e-003	0.0469	0.0688	0.1157	0.0126	0.0652	0.0778	0.0000	190.0849	190.0849	0.0326	0.0000	190.9006
<b>Maximum</b>	<b>1.0095</b>	<b>2.7895</b>	<b>2.2561</b>	<b>3.9100e-003</b>	<b>0.1625</b>	<b>0.1511</b>	<b>0.3136</b>	<b>0.0722</b>	<b>0.1422</b>	<b>0.2143</b>	<b>0.0000</b>	<b>349.8376</b>	<b>349.8376</b>	<b>0.0721</b>	<b>0.0000</b>	<b>351.6412</b>

**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					
2018	0.3277	2.7895	2.2561	3.9100e-003	0.1625	0.1511	0.3136	0.0722	0.1422	0.2143	0.0000	349.8373	349.8373	0.0721	0.0000	351.6408
2019	1.0095	1.2331	1.1945	2.1600e-003	0.0469	0.0688	0.1157	0.0126	0.0652	0.0778	0.0000	190.0847	190.0847	0.0326	0.0000	190.9005
<b>Maximum</b>	<b>1.0095</b>	<b>2.7895</b>	<b>2.2561</b>	<b>3.9100e-003</b>	<b>0.1625</b>	<b>0.1511</b>	<b>0.3136</b>	<b>0.0722</b>	<b>0.1422</b>	<b>0.2143</b>	<b>0.0000</b>	<b>349.8373</b>	<b>349.8373</b>	<b>0.0721</b>	<b>0.0000</b>	<b>351.6408</b>

	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
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-12-2018	5-11-2018	1.3446	1.3446
2	5-12-2018	8-11-2018	0.6963	0.6963
3	8-12-2018	11-11-2018	0.6970	0.6970
4	11-12-2018	2-11-2019	0.6673	0.6673
5	2-12-2019	5-11-2019	0.6099	0.6099
6	5-12-2019	8-11-2019	0.9627	0.9627
7	8-12-2019	9-30-2019	0.3731	0.3731
		Highest	1.3446	1.3446

**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	0.3774	9.2500e-003	0.7984	4.0000e-005		4.3700e-003	4.3700e-003		4.3700e-003	4.3700e-003	0.0000	1.2978	1.2978	1.2700e-003	0.0000	1.3296
Energy	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003	0.0000	234.5510	234.5510	7.4500e-003	2.9900e-003	235.6291
Mobile	0.3200	2.5959	3.5238	0.0118	0.7559	0.0163	0.7723	0.2032	0.0155	0.2187	0.0000	1,085.7189	1,085.7189	0.0537	0.0000	1,087.0617
Waste						0.0000	0.0000		0.0000	0.0000	10.1171	0.0000	10.1171	0.5979	0.0000	25.0646
Water						0.0000	0.0000		0.0000	0.0000	2.2117	16.9205	19.1323	0.2279	5.5100e-003	26.4704
<b>Total</b>	<b>0.7076</b>	<b>2.6924</b>	<b>4.3593</b>	<b>0.0124</b>	<b>0.7559</b>	<b>0.0278</b>	<b>0.7837</b>	<b>0.2032</b>	<b>0.0269</b>	<b>0.2302</b>	<b>12.3288</b>	<b>1,338.4882</b>	<b>1,350.8170</b>	<b>0.8882</b>	<b>8.5000e-003</b>	<b>1,375.5554</b>

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**2.2 Overall Operational**

**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	0.3774	9.2500e-003	0.7984	4.0000e-005		4.3700e-003	4.3700e-003		4.3700e-003	4.3700e-003	0.0000	1.2978	1.2978	1.2700e-003	0.0000	1.3296
Energy	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003	0.0000	234.5510	234.5510	7.4500e-003	2.9900e-003	235.6291
Mobile	0.3200	2.5959	3.5238	0.0118	0.7559	0.0163	0.7723	0.2032	0.0155	0.2187	0.0000	1,085.7189	1,085.7189	0.0537	0.0000	1,087.0617
Waste						0.0000	0.0000		0.0000	0.0000	10.1171	0.0000	10.1171	0.5979	0.0000	25.0646
Water						0.0000	0.0000		0.0000	0.0000	2.2117	16.9205	19.1323	0.2279	5.5100e-003	26.4704
<b>Total</b>	<b>0.7076</b>	<b>2.6924</b>	<b>4.3593</b>	<b>0.0124</b>	<b>0.7559</b>	<b>0.0278</b>	<b>0.7837</b>	<b>0.2032</b>	<b>0.0269</b>	<b>0.2302</b>	<b>12.3288</b>	<b>1,338.4882</b>	<b>1,350.8170</b>	<b>0.8882</b>	<b>8.5000e-003</b>	<b>1,375.5554</b>

	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	0.00	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

**3.0 Construction Detail**

**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/12/2018	3/9/2018	5	20	
2	Site Preparation	Site Preparation	3/10/2018	3/23/2018	5	10	
3	Grading	Grading	3/24/2018	5/4/2018	5	30	
4	Building Construction	Building Construction	5/5/2018	6/28/2019	5	300	
5	Paving	Paving	6/29/2019	7/26/2019	5	20	
6	Architectural Coating	Architectural Coating	7/27/2019	8/23/2019	5	20	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 183,001; Residential Outdoor: 61,000; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**



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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
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

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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
Architectural Coating	1	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	77.00	11.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	7	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	9	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	9	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	5	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2018**

**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	0.0192	0.1861	0.1818	2.8000e-004		0.0106	0.0106		0.0100	0.0100	0.0000	24.7898	24.7898	6.4600e-003	0.0000	24.9513
<b>Total</b>	<b>0.0192</b>	<b>0.1861</b>	<b>0.1818</b>	<b>2.8000e-004</b>		<b>0.0106</b>	<b>0.0106</b>		<b>0.0100</b>	<b>0.0100</b>	<b>0.0000</b>	<b>24.7898</b>	<b>24.7898</b>	<b>6.4600e-003</b>	<b>0.0000</b>	<b>24.9513</b>

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**3.2 Demolition - 2018**

**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	5.9000e-004	4.2000e-004	4.1900e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.0000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.7273	0.7273	3.0000e-005	0.0000	0.7280
<b>Total</b>	<b>5.9000e-004</b>	<b>4.2000e-004</b>	<b>4.1900e-003</b>	<b>1.0000e-005</b>	<b>8.0000e-004</b>	<b>1.0000e-005</b>	<b>8.0000e-004</b>	<b>2.1000e-004</b>	<b>1.0000e-005</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>0.7273</b>	<b>0.7273</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.7280</b>

**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	0.0192	0.1861	0.1818	2.8000e-004		0.0106	0.0106		0.0100	0.0100	0.0000	24.7898	24.7898	6.4600e-003	0.0000	24.9513
<b>Total</b>	<b>0.0192</b>	<b>0.1861</b>	<b>0.1818</b>	<b>2.8000e-004</b>		<b>0.0106</b>	<b>0.0106</b>		<b>0.0100</b>	<b>0.0100</b>	<b>0.0000</b>	<b>24.7898</b>	<b>24.7898</b>	<b>6.4600e-003</b>	<b>0.0000</b>	<b>24.9513</b>

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**3.2 Demolition - 2018**

**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	5.9000e-004	4.2000e-004	4.1900e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.0000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.7273	0.7273	3.0000e-005	0.0000	0.7280
<b>Total</b>	<b>5.9000e-004</b>	<b>4.2000e-004</b>	<b>4.1900e-003</b>	<b>1.0000e-005</b>	<b>8.0000e-004</b>	<b>1.0000e-005</b>	<b>8.0000e-004</b>	<b>2.1000e-004</b>	<b>1.0000e-005</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>0.7273</b>	<b>0.7273</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.7280</b>

**3.3 Site Preparation - 2018**

**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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0230	0.2431	0.1007	1.7000e-004		0.0124	0.0124		0.0114	0.0114	0.0000	15.9624	15.9624	4.9700e-003	0.0000	16.0866
<b>Total</b>	<b>0.0230</b>	<b>0.2431</b>	<b>0.1007</b>	<b>1.7000e-004</b>	<b>0.0903</b>	<b>0.0124</b>	<b>0.1028</b>	<b>0.0497</b>	<b>0.0114</b>	<b>0.0611</b>	<b>0.0000</b>	<b>15.9624</b>	<b>15.9624</b>	<b>4.9700e-003</b>	<b>0.0000</b>	<b>16.0866</b>

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**3.3 Site Preparation - 2018**

**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	1.5000e-004	1.0000e-004	1.0500e-003	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1818	0.1818	1.0000e-005	0.0000	0.1820
<b>Total</b>	<b>1.5000e-004</b>	<b>1.0000e-004</b>	<b>1.0500e-003</b>	<b>0.0000</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>2.0000e-004</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.1818</b>	<b>0.1818</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.1820</b>

**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					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0230	0.2431	0.1007	1.7000e-004		0.0124	0.0124		0.0114	0.0114	0.0000	15.9624	15.9624	4.9700e-003	0.0000	16.0866
<b>Total</b>	<b>0.0230</b>	<b>0.2431</b>	<b>0.1007</b>	<b>1.7000e-004</b>	<b>0.0903</b>	<b>0.0124</b>	<b>0.1028</b>	<b>0.0497</b>	<b>0.0114</b>	<b>0.0611</b>	<b>0.0000</b>	<b>15.9624</b>	<b>15.9624</b>	<b>4.9700e-003</b>	<b>0.0000</b>	<b>16.0866</b>

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**3.3 Site Preparation - 2018**

**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	1.5000e-004	1.0000e-004	1.0500e-003	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1818	0.1818	1.0000e-005	0.0000	0.1820
<b>Total</b>	<b>1.5000e-004</b>	<b>1.0000e-004</b>	<b>1.0500e-003</b>	<b>0.0000</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>2.0000e-004</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.1818</b>	<b>0.1818</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.1820</b>

**3.4 Grading - 2018**

**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					0.0113	0.0000	0.0113	6.2100e-003	0.0000	6.2100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0667	0.7654	0.5158	8.9000e-004		0.0340	0.0340		0.0316	0.0316	0.0000	80.7289	80.7289	0.0233	0.0000	81.3101
<b>Total</b>	<b>0.0667</b>	<b>0.7654</b>	<b>0.5158</b>	<b>8.9000e-004</b>	<b>0.0113</b>	<b>0.0340</b>	<b>0.0453</b>	<b>6.2100e-003</b>	<b>0.0316</b>	<b>0.0378</b>	<b>0.0000</b>	<b>80.7289</b>	<b>80.7289</b>	<b>0.0233</b>	<b>0.0000</b>	<b>81.3101</b>

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**3.4 Grading - 2018**

**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	8.8000e-004	6.3000e-004	6.2900e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0910	1.0910	4.0000e-005	0.0000	1.0921
<b>Total</b>	<b>8.8000e-004</b>	<b>6.3000e-004</b>	<b>6.2900e-003</b>	<b>1.0000e-005</b>	<b>1.1900e-003</b>	<b>1.0000e-005</b>	<b>1.2000e-003</b>	<b>3.2000e-004</b>	<b>1.0000e-005</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>1.0910</b>	<b>1.0910</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.0921</b>

**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					0.0113	0.0000	0.0113	6.2100e-003	0.0000	6.2100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0667	0.7654	0.5158	8.9000e-004		0.0340	0.0340		0.0316	0.0316	0.0000	80.7288	80.7288	0.0233	0.0000	81.3100
<b>Total</b>	<b>0.0667</b>	<b>0.7654</b>	<b>0.5158</b>	<b>8.9000e-004</b>	<b>0.0113</b>	<b>0.0340</b>	<b>0.0453</b>	<b>6.2100e-003</b>	<b>0.0316</b>	<b>0.0378</b>	<b>0.0000</b>	<b>80.7288</b>	<b>80.7288</b>	<b>0.0233</b>	<b>0.0000</b>	<b>81.3100</b>

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**3.4 Grading - 2018**

**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	8.8000e-004	6.3000e-004	6.2900e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0910	1.0910	4.0000e-005	0.0000	1.0921
<b>Total</b>	<b>8.8000e-004</b>	<b>6.3000e-004</b>	<b>6.2900e-003</b>	<b>1.0000e-005</b>	<b>1.1900e-003</b>	<b>1.0000e-005</b>	<b>1.2000e-003</b>	<b>3.2000e-004</b>	<b>1.0000e-005</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>1.0910</b>	<b>1.0910</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.0921</b>

**3.5 Building Construction - 2018**

**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	0.1732	1.4324	1.1397	1.7500e-003		0.0924	0.0924		0.0876	0.0876	0.0000	152.8607	152.8607	0.0341	0.0000	153.7134
<b>Total</b>	<b>0.1732</b>	<b>1.4324</b>	<b>1.1397</b>	<b>1.7500e-003</b>		<b>0.0924</b>	<b>0.0924</b>		<b>0.0876</b>	<b>0.0876</b>	<b>0.0000</b>	<b>152.8607</b>	<b>152.8607</b>	<b>0.0341</b>	<b>0.0000</b>	<b>153.7134</b>



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**3.5 Building Construction - 2018**

**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	5.4100e-003	0.1339	0.0304	2.7000e-004	6.2200e-003	1.2000e-003	7.4100e-003	1.8000e-003	1.1400e-003	2.9400e-003	0.0000	25.6130	25.6130	1.3800e-003	0.0000	25.6474
Worker	0.0386	0.0275	0.2762	5.3000e-004	0.0524	4.1000e-004	0.0529	0.0139	3.7000e-004	0.0143	0.0000	47.8827	47.8827	1.9100e-003	0.0000	47.9303
<b>Total</b>	<b>0.0440</b>	<b>0.1614</b>	<b>0.3066</b>	<b>8.0000e-004</b>	<b>0.0587</b>	<b>1.6100e-003</b>	<b>0.0603</b>	<b>0.0157</b>	<b>1.5100e-003</b>	<b>0.0173</b>	<b>0.0000</b>	<b>73.4957</b>	<b>73.4957</b>	<b>3.2900e-003</b>	<b>0.0000</b>	<b>73.5777</b>

**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	0.1732	1.4324	1.1397	1.7500e-003		0.0924	0.0924		0.0876	0.0876	0.0000	152.8605	152.8605	0.0341	0.0000	153.7132
<b>Total</b>	<b>0.1732</b>	<b>1.4324</b>	<b>1.1397</b>	<b>1.7500e-003</b>		<b>0.0924</b>	<b>0.0924</b>		<b>0.0876</b>	<b>0.0876</b>	<b>0.0000</b>	<b>152.8605</b>	<b>152.8605</b>	<b>0.0341</b>	<b>0.0000</b>	<b>153.7132</b>

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**3.5 Building Construction - 2018**

**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	5.4100e-003	0.1339	0.0304	2.7000e-004	6.2200e-003	1.2000e-003	7.4100e-003	1.8000e-003	1.1400e-003	2.9400e-003	0.0000	25.6130	25.6130	1.3800e-003	0.0000	25.6474
Worker	0.0386	0.0275	0.2762	5.3000e-004	0.0524	4.1000e-004	0.0529	0.0139	3.7000e-004	0.0143	0.0000	47.8827	47.8827	1.9100e-003	0.0000	47.9303
<b>Total</b>	<b>0.0440</b>	<b>0.1614</b>	<b>0.3066</b>	<b>8.0000e-004</b>	<b>0.0587</b>	<b>1.6100e-003</b>	<b>0.0603</b>	<b>0.0157</b>	<b>1.5100e-003</b>	<b>0.0173</b>	<b>0.0000</b>	<b>73.4957</b>	<b>73.4957</b>	<b>3.2900e-003</b>	<b>0.0000</b>	<b>73.5777</b>

**3.5 Building Construction - 2019**

**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	0.1149	0.9777	0.8416	1.3200e-003		0.0599	0.0599		0.0568	0.0568	0.0000	114.2182	114.2182	0.0251	0.0000	114.8457
<b>Total</b>	<b>0.1149</b>	<b>0.9777</b>	<b>0.8416</b>	<b>1.3200e-003</b>		<b>0.0599</b>	<b>0.0599</b>		<b>0.0568</b>	<b>0.0568</b>	<b>0.0000</b>	<b>114.2182</b>	<b>114.2182</b>	<b>0.0251</b>	<b>0.0000</b>	<b>114.8457</b>

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**3.5 Building Construction - 2019**

**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	3.5800e-003	0.0954	0.0203	2.0000e-004	4.6900e-003	7.6000e-004	5.4500e-003	1.3600e-003	7.3000e-004	2.0800e-003	0.0000	19.1711	19.1711	9.7000e-004	0.0000	19.1955
Worker	0.0260	0.0179	0.1812	3.9000e-004	0.0396	2.9000e-004	0.0399	0.0105	2.7000e-004	0.0108	0.0000	35.0644	35.0644	1.2500e-003	0.0000	35.0957
<b>Total</b>	<b>0.0295</b>	<b>0.1133</b>	<b>0.2015</b>	<b>5.9000e-004</b>	<b>0.0443</b>	<b>1.0500e-003</b>	<b>0.0453</b>	<b>0.0119</b>	<b>1.0000e-003</b>	<b>0.0129</b>	<b>0.0000</b>	<b>54.2355</b>	<b>54.2355</b>	<b>2.2200e-003</b>	<b>0.0000</b>	<b>54.2911</b>

**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	0.1149	0.9777	0.8416	1.3200e-003		0.0599	0.0599		0.0568	0.0568	0.0000	114.2181	114.2181	0.0251	0.0000	114.8456
<b>Total</b>	<b>0.1149</b>	<b>0.9777</b>	<b>0.8416</b>	<b>1.3200e-003</b>		<b>0.0599</b>	<b>0.0599</b>		<b>0.0568</b>	<b>0.0568</b>	<b>0.0000</b>	<b>114.2181</b>	<b>114.2181</b>	<b>0.0251</b>	<b>0.0000</b>	<b>114.8456</b>

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**3.5 Building Construction - 2019**

**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	3.5800e-003	0.0954	0.0203	2.0000e-004	4.6900e-003	7.6000e-004	5.4500e-003	1.3600e-003	7.3000e-004	2.0800e-003	0.0000	19.1711	19.1711	9.7000e-004	0.0000	19.1955
Worker	0.0260	0.0179	0.1812	3.9000e-004	0.0396	2.9000e-004	0.0399	0.0105	2.7000e-004	0.0108	0.0000	35.0644	35.0644	1.2500e-003	0.0000	35.0957
<b>Total</b>	<b>0.0295</b>	<b>0.1133</b>	<b>0.2015</b>	<b>5.9000e-004</b>	<b>0.0443</b>	<b>1.0500e-003</b>	<b>0.0453</b>	<b>0.0119</b>	<b>1.0000e-003</b>	<b>0.0129</b>	<b>0.0000</b>	<b>54.2355</b>	<b>54.2355</b>	<b>2.2200e-003</b>	<b>0.0000</b>	<b>54.2911</b>

**3.6 Paving - 2019**

**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	0.0125	0.1225	0.1210	1.9000e-004		6.6100e-003	6.6100e-003		6.1200e-003	6.1200e-003	0.0000	16.7480	16.7480	5.0100e-003	0.0000	16.8732
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0125</b>	<b>0.1225</b>	<b>0.1210</b>	<b>1.9000e-004</b>		<b>6.6100e-003</b>	<b>6.6100e-003</b>		<b>6.1200e-003</b>	<b>6.1200e-003</b>	<b>0.0000</b>	<b>16.7480</b>	<b>16.7480</b>	<b>5.0100e-003</b>	<b>0.0000</b>	<b>16.8732</b>

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**3.6 Paving - 2019**

**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	9.4000e-004	6.5000e-004	6.5700e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2708	1.2708	5.0000e-005	0.0000	1.2720
<b>Total</b>	<b>9.4000e-004</b>	<b>6.5000e-004</b>	<b>6.5700e-003</b>	<b>1.0000e-005</b>	<b>1.4300e-003</b>	<b>1.0000e-005</b>	<b>1.4400e-003</b>	<b>3.8000e-004</b>	<b>1.0000e-005</b>	<b>3.9000e-004</b>	<b>0.0000</b>	<b>1.2708</b>	<b>1.2708</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>1.2720</b>

**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	0.0125	0.1225	0.1210	1.9000e-004		6.6100e-003	6.6100e-003		6.1200e-003	6.1200e-003	0.0000	16.7480	16.7480	5.0100e-003	0.0000	16.8732
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0125</b>	<b>0.1225</b>	<b>0.1210</b>	<b>1.9000e-004</b>		<b>6.6100e-003</b>	<b>6.6100e-003</b>		<b>6.1200e-003</b>	<b>6.1200e-003</b>	<b>0.0000</b>	<b>16.7480</b>	<b>16.7480</b>	<b>5.0100e-003</b>	<b>0.0000</b>	<b>16.8732</b>

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**3.6 Paving - 2019**

**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	9.4000e-004	6.5000e-004	6.5700e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2708	1.2708	5.0000e-005	0.0000	1.2720
<b>Total</b>	<b>9.4000e-004</b>	<b>6.5000e-004</b>	<b>6.5700e-003</b>	<b>1.0000e-005</b>	<b>1.4300e-003</b>	<b>1.0000e-005</b>	<b>1.4400e-003</b>	<b>3.8000e-004</b>	<b>1.0000e-005</b>	<b>3.9000e-004</b>	<b>0.0000</b>	<b>1.2708</b>	<b>1.2708</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>1.2720</b>

**3.7 Architectural Coating - 2019**

**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	0.8482					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6600e-003	0.0184	0.0184	3.0000e-005		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	2.5533	2.5533	2.2000e-004	0.0000	2.5587
<b>Total</b>	<b>0.8509</b>	<b>0.0184</b>	<b>0.0184</b>	<b>3.0000e-005</b>		<b>1.2900e-003</b>	<b>1.2900e-003</b>		<b>1.2900e-003</b>	<b>1.2900e-003</b>	<b>0.0000</b>	<b>2.5533</b>	<b>2.5533</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>2.5587</b>

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**3.7 Architectural Coating - 2019**

**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	7.8000e-004	5.4000e-004	5.4700e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0590	1.0590	4.0000e-005	0.0000	1.0600
<b>Total</b>	<b>7.8000e-004</b>	<b>5.4000e-004</b>	<b>5.4700e-003</b>	<b>1.0000e-005</b>	<b>1.1900e-003</b>	<b>1.0000e-005</b>	<b>1.2000e-003</b>	<b>3.2000e-004</b>	<b>1.0000e-005</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>1.0590</b>	<b>1.0590</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.0600</b>

**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	0.8482					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6600e-003	0.0184	0.0184	3.0000e-005		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	2.5533	2.5533	2.2000e-004	0.0000	2.5586
<b>Total</b>	<b>0.8509</b>	<b>0.0184</b>	<b>0.0184</b>	<b>3.0000e-005</b>		<b>1.2900e-003</b>	<b>1.2900e-003</b>		<b>1.2900e-003</b>	<b>1.2900e-003</b>	<b>0.0000</b>	<b>2.5533</b>	<b>2.5533</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>2.5586</b>

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**3.7 Architectural Coating - 2019**

**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	7.8000e-004	5.4000e-004	5.4700e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0590	1.0590	4.0000e-005	0.0000	1.0600
<b>Total</b>	<b>7.8000e-004</b>	<b>5.4000e-004</b>	<b>5.4700e-003</b>	<b>1.0000e-005</b>	<b>1.1900e-003</b>	<b>1.0000e-005</b>	<b>1.2000e-003</b>	<b>3.2000e-004</b>	<b>1.0000e-005</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>1.0590</b>	<b>1.0590</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.0600</b>

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**



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	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	0.3200	2.5959	3.5238	0.0118	0.7559	0.0163	0.7723	0.2032	0.0155	0.2187	0.0000	1,085.7189	1,085.7189	0.0537	0.0000	1,087.0617
Unmitigated	0.3200	2.5959	3.5238	0.0118	0.7559	0.0163	0.7723	0.2032	0.0155	0.2187	0.0000	1,085.7189	1,085.7189	0.0537	0.0000	1,087.0617

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	329.50	358.00	303.50	929,780	929,780
Apartments Low Rise	369.04	400.96	339.92	1,041,353	1,041,353
Single Family Housing	9.52	9.91	8.62	26,629	26,629
Total	708.06	768.87	652.04	1,997,762	1,997,762

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
Apartments Low Rise	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3
Apartments Low Rise	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3
Single Family Housing	10.80	7.30	7.50	38.40	22.60	39.00	86	11	3

4.4 Fleet Mix

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Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.496227	0.035864	0.170091	0.158035	0.026569	0.006201	0.020975	0.076251	0.001816	0.001427	0.004483	0.001181	0.000880
Elementary School	0.496227	0.035864	0.170091	0.158035	0.026569	0.006201	0.020975	0.076251	0.001816	0.001427	0.004483	0.001181	0.000880
Single Family Housing	0.496227	0.035864	0.170091	0.158035	0.026569	0.006201	0.020975	0.076251	0.001816	0.001427	0.004483	0.001181	0.000880

5.0 Energy Detail

Historical Energy Use: Y

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	133.4989	133.4989	5.5100e-003	1.1400e-003	133.9765
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	133.4989	133.4989	5.5100e-003	1.1400e-003	133.9765
Natural Gas Mitigated	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003	0.0000	101.0521	101.0521	1.9400e-003	1.8500e-003	101.6526
Natural Gas Unmitigated	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003	0.0000	101.0521	101.0521	1.9400e-003	1.8500e-003	101.6526

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**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					
Apartments Low Rise	877985	4.7300e-003	0.0405	0.0172	2.6000e-004		3.2700e-003	3.2700e-003		3.2700e-003	3.2700e-003	0.0000	46.8526	46.8526	9.0000e-004	8.6000e-004	47.1310
Apartments Low Rise	983343	5.3000e-003	0.0453	0.0193	2.9000e-004		3.6600e-003	3.6600e-003		3.6600e-003	3.6600e-003	0.0000	52.4749	52.4749	1.0100e-003	9.6000e-004	52.7868
Elementary School	0	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
Single Family Housing	32316.6	1.7000e-004	1.4900e-003	6.3000e-004	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7245	1.7245	3.0000e-005	3.0000e-005	1.7348
<b>Total</b>		<b>0.0102</b>	<b>0.0873</b>	<b>0.0371</b>	<b>5.6000e-004</b>		<b>7.0500e-003</b>	<b>7.0500e-003</b>		<b>7.0500e-003</b>	<b>7.0500e-003</b>	<b>0.0000</b>	<b>101.0521</b>	<b>101.0521</b>	<b>1.9400e-003</b>	<b>1.8500e-003</b>	<b>101.6526</b>

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**5.2 Energy by Land Use - NaturalGas**

**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					
Apartments Low Rise	877985	4.7300e-003	0.0405	0.0172	2.6000e-004		3.2700e-003	3.2700e-003		3.2700e-003	3.2700e-003	0.0000	46.8526	46.8526	9.0000e-004	8.6000e-004	47.1310
Apartments Low Rise	983343	5.3000e-003	0.0453	0.0193	2.9000e-004		3.6600e-003	3.6600e-003		3.6600e-003	3.6600e-003	0.0000	52.4749	52.4749	1.0100e-003	9.6000e-004	52.7868
Elementary School	0	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
Single Family Housing	32316.6	1.7000e-004	1.4900e-003	6.3000e-004	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7245	1.7245	3.0000e-005	3.0000e-005	1.7348
<b>Total</b>		<b>0.0102</b>	<b>0.0873</b>	<b>0.0371</b>	<b>5.6000e-004</b>		<b>7.0500e-003</b>	<b>7.0500e-003</b>		<b>7.0500e-003</b>	<b>7.0500e-003</b>	<b>0.0000</b>	<b>101.0521</b>	<b>101.0521</b>	<b>1.9400e-003</b>	<b>1.8500e-003</b>	<b>101.6526</b>

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**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	194006	61.8145	2.5500e-003	5.3000e-004	62.0356
Apartments Low Rise	217287	69.2322	2.8600e-003	5.9000e-004	69.4799
Elementary School	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	7696.29	2.4522	1.0000e-004	2.0000e-005	2.4610
<b>Total</b>		<b>133.4989</b>	<b>5.5100e-003</b>	<b>1.1400e-003</b>	<b>133.9765</b>

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**5.3 Energy by Land Use - Electricity**

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	194006	61.8145	2.5500e-003	5.3000e-004	62.0356
Apartments Low Rise	217287	69.2322	2.8600e-003	5.9000e-004	69.4799
Elementary School	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	7696.29	2.4522	1.0000e-004	2.0000e-005	2.4610
<b>Total</b>		<b>133.4989</b>	<b>5.5100e-003</b>	<b>1.1400e-003</b>	<b>133.9765</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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	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	0.3774	9.2500e-003	0.7984	4.0000e-005		4.3700e-003	4.3700e-003		4.3700e-003	4.3700e-003	0.0000	1.2978	1.2978	1.2700e-003	0.0000	1.3296
Unmitigated	0.3774	9.2500e-003	0.7984	4.0000e-005		4.3700e-003	4.3700e-003		4.3700e-003	4.3700e-003	0.0000	1.2978	1.2978	1.2700e-003	0.0000	1.3296

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3529					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	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
Landscaping	0.0244	9.2500e-003	0.7984	4.0000e-005		4.3700e-003	4.3700e-003		4.3700e-003	4.3700e-003	0.0000	1.2978	1.2978	1.2700e-003	0.0000	1.3296
<b>Total</b>	<b>0.3774</b>	<b>9.2500e-003</b>	<b>0.7984</b>	<b>4.0000e-005</b>		<b>4.3700e-003</b>	<b>4.3700e-003</b>		<b>4.3700e-003</b>	<b>4.3700e-003</b>	<b>0.0000</b>	<b>1.2978</b>	<b>1.2978</b>	<b>1.2700e-003</b>	<b>0.0000</b>	<b>1.3296</b>

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**6.2 Area by SubCategory**

**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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3529					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	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
Landscaping	0.0244	9.2500e-003	0.7984	4.0000e-005		4.3700e-003	4.3700e-003		4.3700e-003	4.3700e-003	0.0000	1.2978	1.2978	1.2700e-003	0.0000	1.3296
<b>Total</b>	<b>0.3774</b>	<b>9.2500e-003</b>	<b>0.7984</b>	<b>4.0000e-005</b>		<b>4.3700e-003</b>	<b>4.3700e-003</b>		<b>4.3700e-003</b>	<b>4.3700e-003</b>	<b>0.0000</b>	<b>1.2978</b>	<b>1.2978</b>	<b>1.2700e-003</b>	<b>0.0000</b>	<b>1.3296</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**



Hermosa Street Intersection Improvement - Tulare County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	19.1323	0.2279	5.5100e-003	26.4704
Unmitigated	19.1323	0.2279	5.5100e-003	26.4704

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	6.90633 / 4.35399	18.9534	0.2257	5.4600e-003	26.2230
Single Family Housing	0.065154 / 0.0410754	0.1788	2.1300e-003	5.0000e-005	0.2474
<b>Total</b>		<b>19.1323</b>	<b>0.2279</b>	<b>5.5100e-003</b>	<b>26.4704</b>

Hermosa Street Intersection Improvement - Tulare County, Annual

**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	6.90633 / 4.35399	18.9534	0.2257	5.4600e-003	26.2230
Single Family Housing	0.065154 / 0.0410754	0.1788	2.1300e-003	5.0000e-005	0.2474
<b>Total</b>		<b>19.1323</b>	<b>0.2279</b>	<b>5.5100e-003</b>	<b>26.4704</b>

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	10.1171	0.5979	0.0000	25.0646
Unmitigated	10.1171	0.5979	0.0000	25.0646

Hermosa Street Intersection Improvement - Tulare County, Annual

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	48.76	9.8978	0.5850	0.0000	24.5215
Single Family Housing	1.08	0.2192	0.0130	0.0000	0.5431
<b>Total</b>		<b>10.1171</b>	<b>0.5979</b>	<b>0.0000</b>	<b>25.0646</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	48.76	9.8978	0.5850	0.0000	24.5215
Single Family Housing	1.08	0.2192	0.0130	0.0000	0.5431
<b>Total</b>		<b>10.1171</b>	<b>0.5979</b>	<b>0.0000</b>	<b>25.0646</b>

**9.0 Operational Offroad**

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

Hermosa Street Intersection Improvement - Tulare County, Annual

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
----------------	--------

**11.0 Vegetation**

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# Design Memorandum

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<b>To:</b> Mike Camarena Community Services Director	<b>Date:</b> December 9, 2016
<b>From:</b> Sarah Huffman, P.E. Mike Winton, P.E.	<b>Project:</b> Hermosa Street Road Diet and Roundabout Conceptual Layouts
<b>Re:</b> Traffic Operations & Design Memo	<b>Job No.:</b> 55-4455-08
<b>CC:</b>	<b>File No.:</b> R2259DSN001.DOCX

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## Introduction

This memorandum has been prepared by Omni-Means to summarize the design standards, policies and guidance governing the design of a proposed roundabout at the intersection of Hermosa Street and Westwood Avenue. Hermosa Street, also known as Old Tulare Highway is a main entrance to the City of Lindsay from Highway 65. The study corridor from Highway 65 to Westwood Avenue is primarily a commercial corridor providing access to fast food restaurants, gas stations, and other large commercial stores. Jefferson Elementary School is on the north side of the corridor, and residential land uses lie to the north and east. The speed limit on Hermosa Street and the north leg of Westwood Avenue is 25 mph. The intersection of Hermosa Street and Westwood is currently two-way stop-controlled on the north and south approaches. Access control is provided through the corridor with raised medians and left-turn pockets.

## Traffic Analysis

Existing PM peak hour turning movement counts were obtained from the TCAG website for 2014. Additionally, Omni-Means conducted 2016 AM and PM peak hour counts at the intersection Hermosa Street/State Route 65. These counts were used to establish an existing conditions baseline for the study corridor and the Hermosa Street/Westwood Avenue intersection. Omni-Means developed 2040 traffic volumes utilizing TCAG's Regional Travel Demand Forecast Model (Model). The Model's 2010 and 2040 traffic forecasts were used to identify the incremental change in the traffic volumes by approach between existing and cumulative conditions. The incremental increases in traffic as established from the Model were applied to the existing traffic counts to forecast future peak hour traffic volumes.

Following this process, Omni-Means checked the forecasted turning movements for reasonableness and made adjustments where necessary. This was necessary along the Westwood Avenue corridor. Forecasted traffic volumes along Westwood Avenue were excessively higher than existing counts as a result of future development south of the study area. As a result, reasonable growth assumptions were applied to the Westwood Avenue corridor. "Existing" and forecasted "Year 2040" AM and PM peak hour volumes are shown on Figure 1.

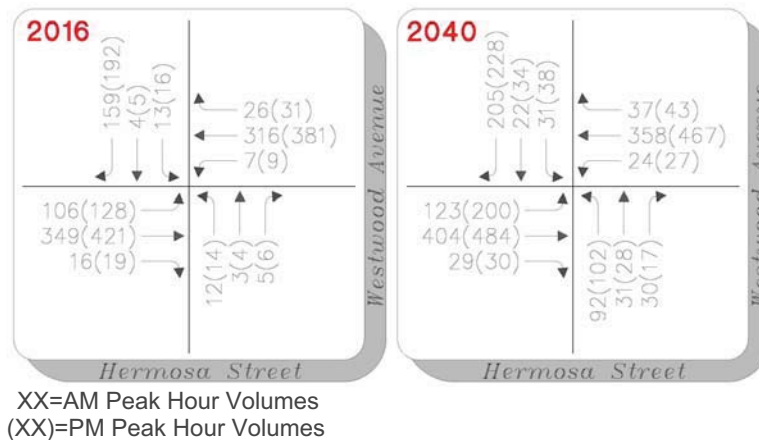


FIGURE 1: PEAK HOUR TRAFFIC VOLUMES

The operation of a single lane urban roundabout with a southbound right-turn pocket at this location was evaluated using Sidra computer software. Using AM and PM peak hour design year volumes shown in Figure 1, the roundabout is projected to operate at acceptable levels of service, as summarized in Table 1. The Sidra output reports are included in Appendix A.

TABLE 1: DESIGN YEAR (2040) PEAK HOUR ROUNDABOUT OPERATIONS

Peak Hour	Intersection/ Approach	v/c Ratio	Delay (sec)	LOS	95th Percentile Queue (ft)
AM	<b>Hermosa Street/Westwood Avenue</b>	<b>0.47</b>	<b>8.2</b>	<b>A</b>	
	Northbound	0.24	7.7	A	40
	Westbound	0.45	9.0	A	90
	Southbound	0.37	9.2	A	65
	Eastbound	0.47	7.4	A	105
PM	<b>Hermosa Street/Westwood Avenue</b>	<b>0.65</b>	<b>12.1</b>	<b>B</b>	
	Northbound	0.29	10.5	B	50
	Westbound	0.65	14.0	B	180
	Southbound	0.52	14.1	B	120
	Eastbound	0.62	10.3	B	175

Note: Traffic Operation outputs using SIDRA 7 methodology for Roundabouts.

## Road Diet Design Criteria

Omni-Means will develop up to three (3) road diet concepts for the Hermosa Street corridor between Highway 65 and Westwood Avenue. The proposed concepts will show a road diet converting the segment of Hermosa Street between SR 65 and Westwood Avenue from four (4) lanes to two (2) lanes. The traffic forecast volumes were analyzed for this scenario, and the segment is expected to perform at acceptable levels of service in the design year with a lane reduction.

Omni-Means will reference the City's engineering standards throughout the development of the road diet concepts. Information such as standard lane widths, curb and gutter design, sidewalk widths, and driveway standard designs shall be utilized. The existing right-of-way width in the



corridor is approximately 80' wide. The concepts will be developed within the existing right-of-way width.

In addition to adhering to City standards, the concepts will consider various complete street features: landscaped medians, bike lanes, shared use paths, wider sidewalks, bus turnouts, streetscape furniture, etc. Omni-Means will develop concepts that will be user friendly for all modes of travel, create a welcoming entrance to the City, and provide a functional space for the students of Jefferson Elementary School.

## Roundabout Design Criteria

The following design criteria will be used to analyze the geometrics and safety performance of the proposed roundabout concept:

- Criteria and methodologies to be consistent with Caltrans DIB 80-01, Caltrans Highway Design Manual, and Report 672 of the National Cooperative Highway Research Program (NCHRP) titled Roundabouts: An Informational Guide (Second Edition). This document supersedes the original roundabout guide published by the FHWA in 2000.
- The design truck vehicle from Caltrans Highway Design Manual shall be a California Legal 50 for all movements to and from Hermosa Street and the south leg of Westwood Avenue. The north leg of Westwood Avenue is currently signed "No Trucks." The California Legal 50 truck will be accommodated such that the tractor portion of the vehicle does not need to mount any truck aprons.
- The design vehicle from Caltrans Highway Design Manual shall be a Bus 45 for all movements and will be accommodated such that the vehicle does not need to mount any truck aprons.
- Fast path entry speeds on single lane roundabout approaches will be 25 mph or less.
- The design speed of the approaches are 30 mph (5 mph higher than the posted speed limit).
- Accessible accommodations for all users will be provided on all legs. Bicycle lanes will terminate on the approaches approximately 100' from the circulatory roadway at "exit" ramps to 10' wide shared-use paths that cross at pedestrian crosswalks.
- The target width for landscaped buffers will be a minimum of five feet between the circulatory roadway and shared-use paths to discourage pedestrian crossings at unmarked locations.

## Conclusion

The information in this memorandum is presented to summarize the design parameters adhered to for the preliminary design of the road diet concepts and a roundabout concept at the Hermosa Street/Westwood Avenue intersection. The corridor road diet concepts will be developed as two lane concepts, and the roundabout will be designed as a single lane roundabout. The design will accommodate heavy vehicles, bikes, and pedestrians from all approaches for all movements. With the forecasted traffic volumes and preliminary design, the



road diet and roundabout are projected to operate at acceptable peak hour LOS in the design year (2040).

Appendix

Sidra Output Reports





# LANE SUMMARY

## Site: 1 [Existing AM]

Hermosa Street/Westwood Avenue  
Existing AM Peak Hour  
Roundabout

Lane Use and Performance													
	Demand	Flows		Deg.	Lane	Average	Level of	95% Back of Queue		Lane	Lane	Cap.	Prob.
	Total	HV	Cap.	Satn	Util.	Delay	Service	Veh	Dist	Config	Length	Adj.	Block.
	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: Westwood Avenue													
Lane 1 <sup>d</sup>	22	5.0	825	0.027	100	4.6	LOS A	0.1	3.7	Full	1600	0.0	0.0
Approach	22	5.0		0.027		4.6	LOS A	0.1	3.7				
East: Hermosa Street													
Lane 1 <sup>d</sup>	388	5.0	1157	0.335	100	6.3	LOS A	2.2	57.8	Full	1600	0.0	0.0
Approach	388	5.0		0.335		6.3	LOS A	2.2	57.8				
North: Westwood Avenue													
Lane 1 <sup>d</sup>	196	5.0	915	0.214	100	6.1	LOS A	1.3	33.7	Full	1600	0.0	0.0
Approach	196	5.0		0.214		6.1	LOS A	1.3	33.7				
West: Hermosa Street													
Lane 1 <sup>d</sup>	523	5.0	1496	0.350	100	5.4	LOS A	2.7	70.4	Full	1600	0.0	0.0
Approach	523	5.0		0.350		5.4	LOS A	2.7	70.4				
Intersection	1129	5.0		0.350		5.8	LOS A	2.7	70.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
Roundabout LOS Method: SIDRA Roundabout LOS.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

<sup>d</sup> Dominant lane on roundabout approach

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# LANE SUMMARY

## Site: 1 [Existing PM]

Hermosa Street/Westwood Avenue  
Existing PM Peak Hour  
Roundabout

Lane Use and Performance													
	Demand	Flows		Deg.	Lane	Average	Level of	95% Back of Queue		Lane	Lane	Cap.	Prob.
	Total	HV	Cap.	Satn	Util.	Delay	Service	Veh	Dist	Config	Length	Adj.	Block.
	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: Westwood Avenue													
Lane 1 <sup>d</sup>	27	5.0	744	0.036	100	5.2	LOS A	0.2	5.2	Full	1600	0.0	0.0
Approach	27	5.0		0.036		5.2	LOS A	0.2	5.2				
East: Hermosa Street													
Lane 1 <sup>d</sup>	468	5.0	1125	0.416	100	7.5	LOS A	3.0	78.0	Full	1600	0.0	0.0
Approach	468	5.0		0.416		7.5	LOS A	3.0	78.0				
North: Westwood Avenue													
Lane 1 <sup>d</sup>	237	5.0	843	0.281	100	7.3	LOS A	1.8	47.0	Full	1600	0.0	0.0
Approach	237	5.0		0.281		7.3	LOS A	1.8	47.0				
West: Hermosa Street													
Lane 1 <sup>d</sup>	631	5.0	1481	0.426	100	6.4	LOS A	3.7	95.8	Full	1600	0.0	0.0
Approach	631	5.0		0.426		6.4	LOS A	3.7	95.8				
Intersection	1362	5.0		0.426		6.9	LOS A	3.7	95.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

<sup>d</sup> Dominant lane on roundabout approach

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# LANE SUMMARY

## Site: 1 [2040 AM]

Hermosa Street/Westwood Avenue  
2040 AM Peak Hour  
Roundabout

Lane Use and Performance													
	Demand	Flows		Deg.	Lane	Average	Level of	95% Back of Queue		Lane	Lane	Cap.	Prob.
	Total	HV	Cap.	Satn	Util.	Delay	Service	Veh	Dist	Config	Length	Adj.	Block.
	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: Westwood Avenue													
Lane 1 <sup>d</sup>	170	5.0	724	0.235	100	7.7	LOS A	1.5	38.6	Full	1600	0.0	0.0
Approach	170	5.0		0.235		7.7	LOS A	1.5	38.6				
East: Hermosa Street													
Lane 1 <sup>d</sup>	466	5.0	1003	0.464	100	9.0	LOS A	3.5	90.1	Full	1600	0.0	0.0
Approach	466	5.0		0.464		9.0	LOS A	3.5	90.1				
North: Westwood Avenue													
Lane 1 <sup>d</sup>	287	5.0	775	0.370	100	9.2	LOS A	2.5	66.2	Full	1600	0.0	0.0
Approach	287	5.0		0.370		9.2	LOS A	2.5	66.2				
West: Hermosa Street													
Lane 1 <sup>d</sup>	618	5.0	1326	0.466	100	7.4	LOS A	4.1	106.2	Full	1600	0.0	0.0
Approach	618	5.0		0.466		7.4	LOS A	4.1	106.2				
Intersection	1540	5.0		0.466		8.2	LOS A	4.1	106.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

<sup>d</sup> Dominant lane on roundabout approach

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# LANE SUMMARY

## Site: 1 [2040 PM]

Hermosa Street/Westwood Avenue  
2040 PM Peak Hour  
Roundabout

Lane Use and Performance													
	Demand	Flows		Deg.	Lane	Average	Level of	95% Back of Queue		Lane	Lane	Cap.	Prob.
	Total	HV	Cap.	Satn	Util.	Delay	Service	Veh	Dist	Config	Length	Adj.	Block.
	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: Westwood Avenue													
Lane 1 <sup>d</sup>	163	5.0	562	0.291	100	10.5	LOS B	2.0	52.0	Full	1600	0.0	0.0
Approach	163	5.0		0.291		10.5	LOS B	2.0	52.0				
East: Hermosa Street													
Lane 1 <sup>d</sup>	597	5.0	924	0.646	100	14.0	LOS B	6.9	179.0	Full	1600	0.0	0.0
Approach	597	5.0		0.646		14.0	LOS B	6.9	179.0				
North: Westwood Avenue													
Lane 1 <sup>d</sup>	333	5.0	641	0.520	100	14.1	LOS B	4.6	118.8	Full	1600	0.0	0.0
Approach	333	5.0		0.520		14.1	LOS B	4.6	118.8				
West: Hermosa Street													
Lane 1 <sup>d</sup>	793	5.0	1285	0.617	100	10.3	LOS B	6.8	176.1	Full	1600	0.0	0.0
Approach	793	5.0		0.617		10.3	LOS B	6.8	176.1				
Intersection	1887	5.0		0.646		12.1	LOS B	6.9	179.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

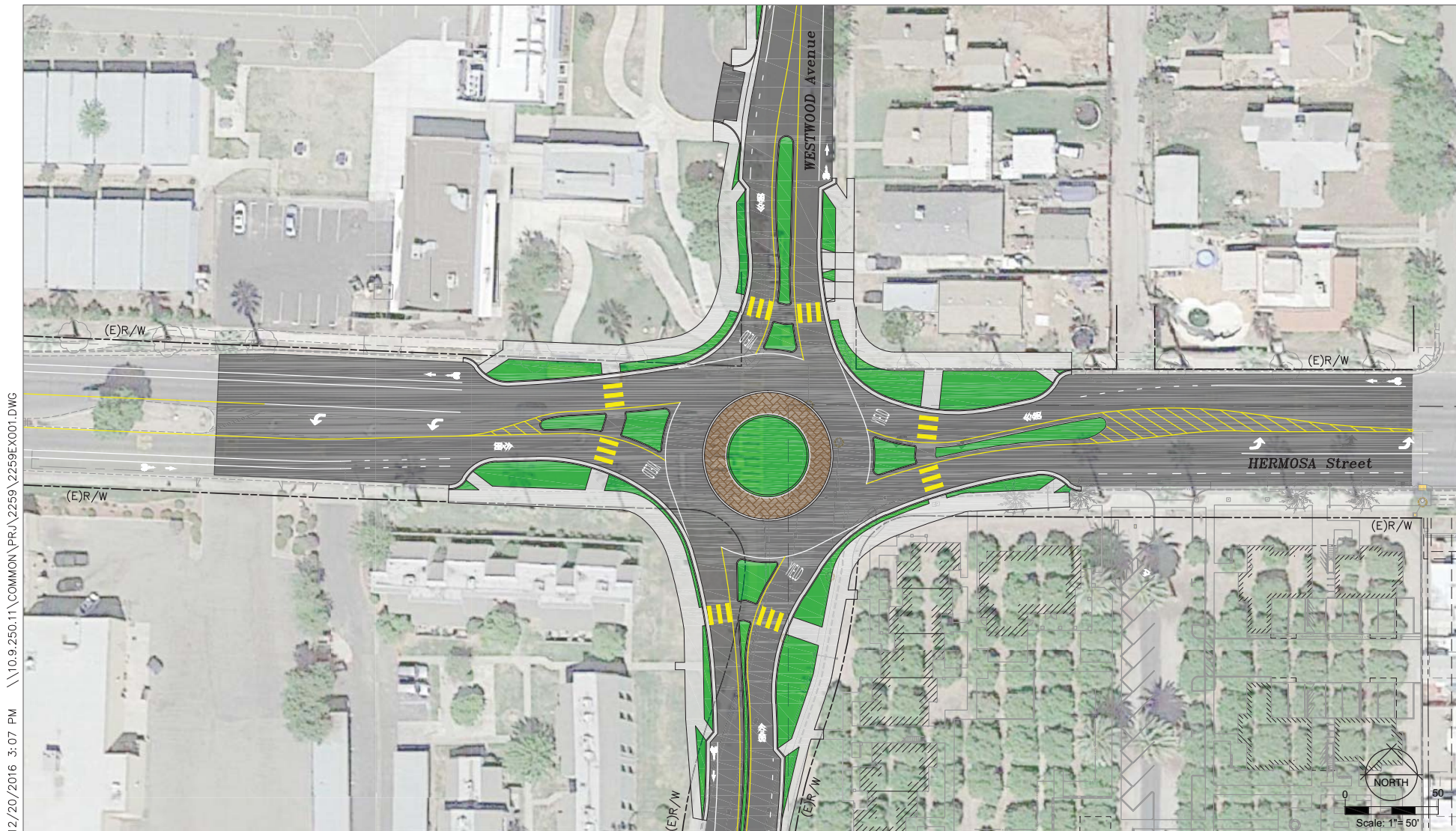
<sup>d</sup> Dominant lane on roundabout approach

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# DRAFT PRELIMINARY LAYOUT



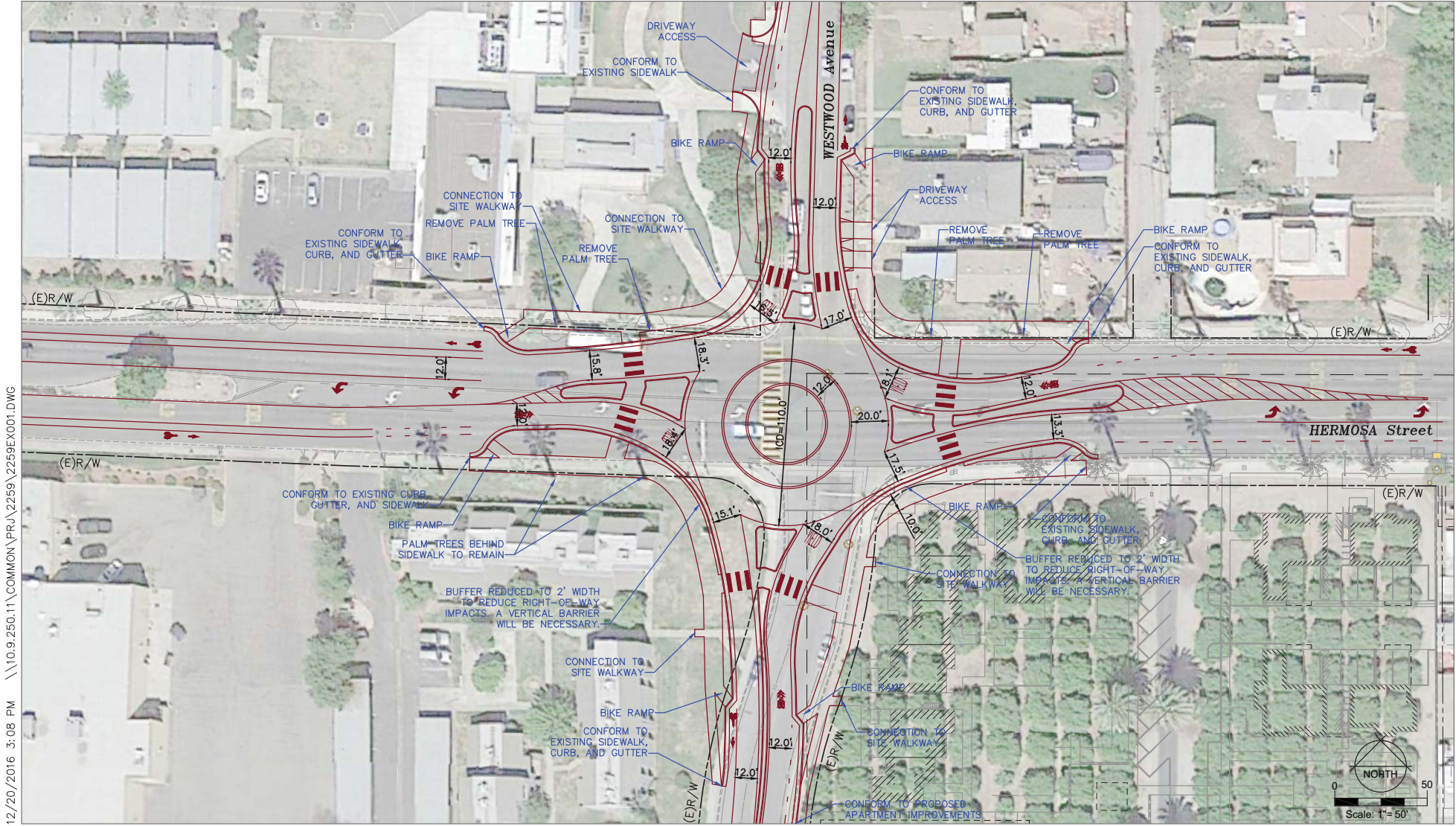
## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



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December 20, 2016  
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# DRAFT PRELIMINARY LAYOUT (WITH DIMENSIONS)



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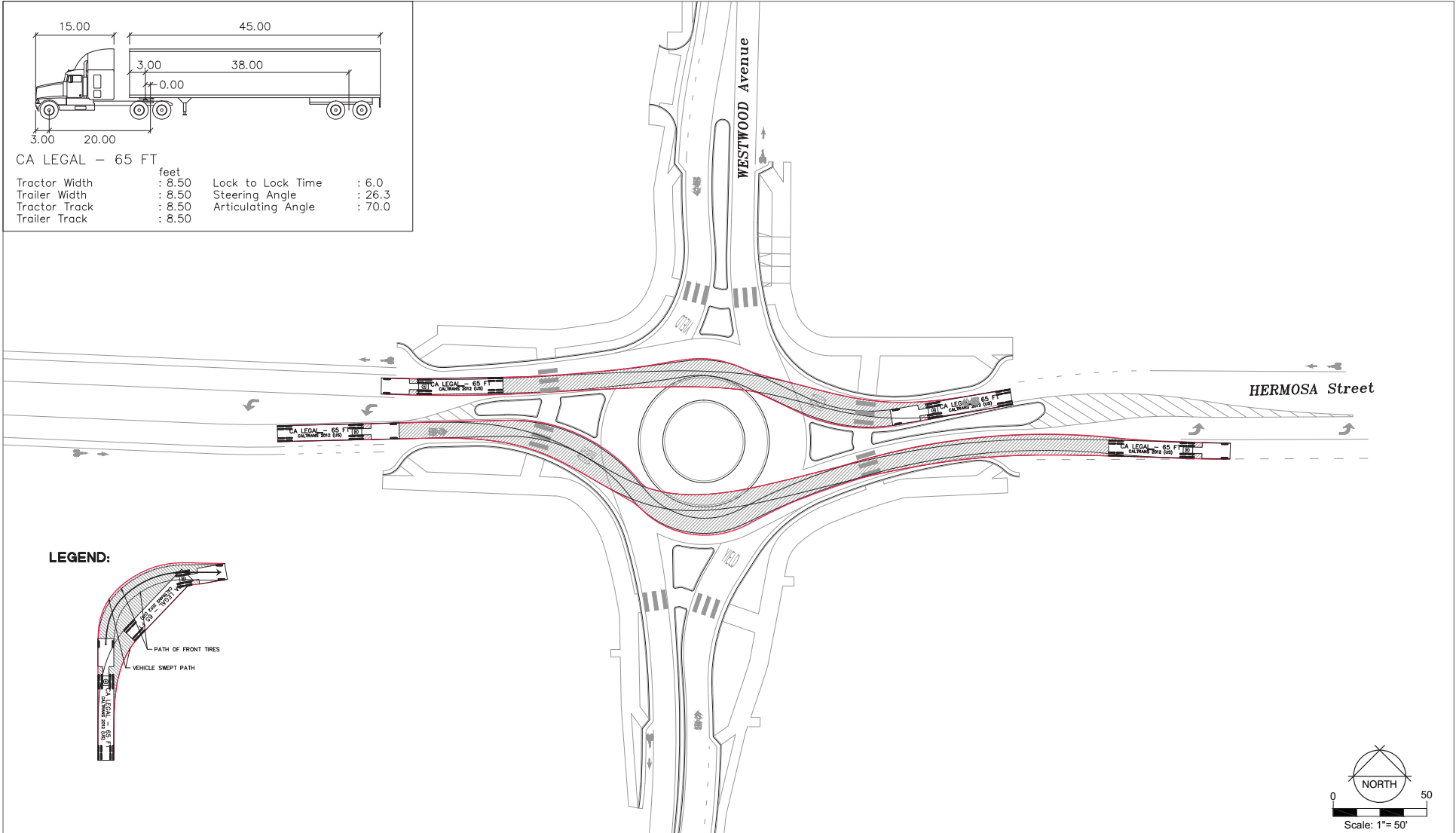
## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



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December 20, 2016  
2259EX001.dwg

# CA LEGAL 50 TRUCK TURNS (THROUGH MOVEMENT ONLY)



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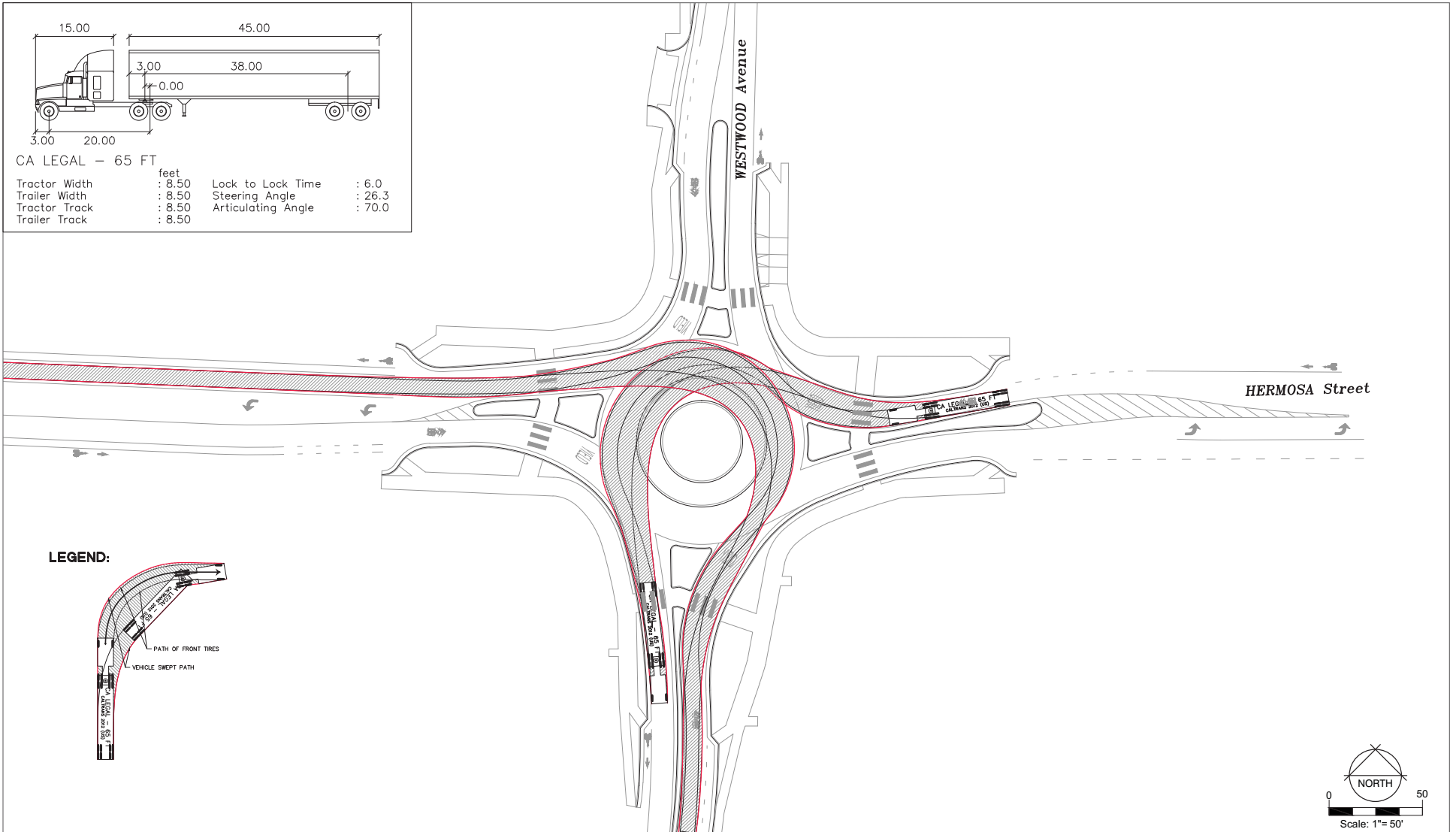
## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



Lindsay, California

December 20, 2016  
2259EX001.dwg

# CA LEGAL 50 TRUCK TURNS (LEFT-TURN MOVEMENT ONLY)



12/20/2016 2:57 PM \\10.9.250.11\COMMON\PRJ\2259\2259EX001.DWG

## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT

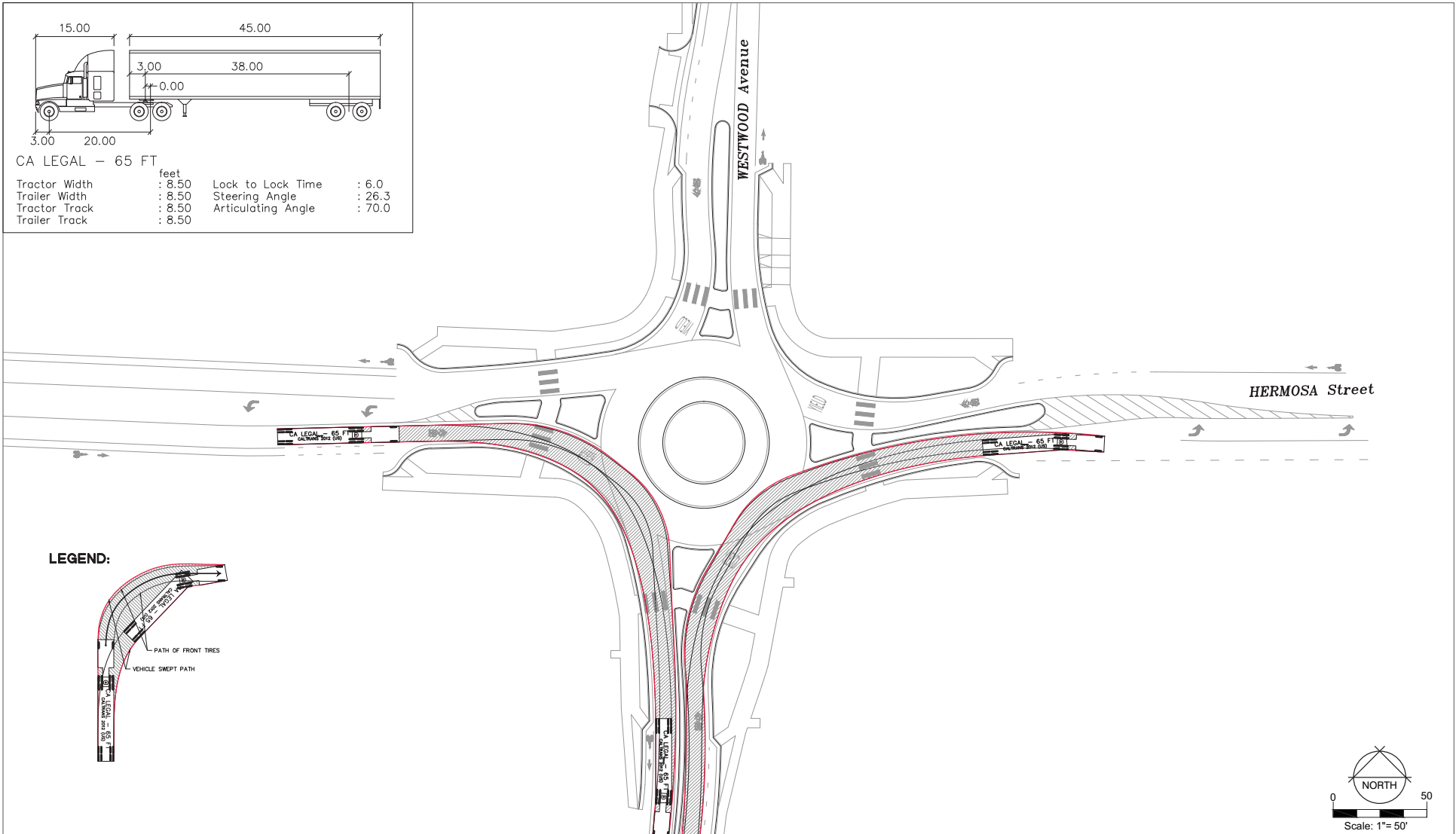


Lindsay, California

December 20, 2016  
2259EX001.dwg



# CA LEGAL 50 TRUCK TURNS (RIGHT-TURN MOVEMENT ONLY)



12/20/2016 2:57 PM \\10.9.250.11\COMMON\PRJ\2259\2259EX001.DWG

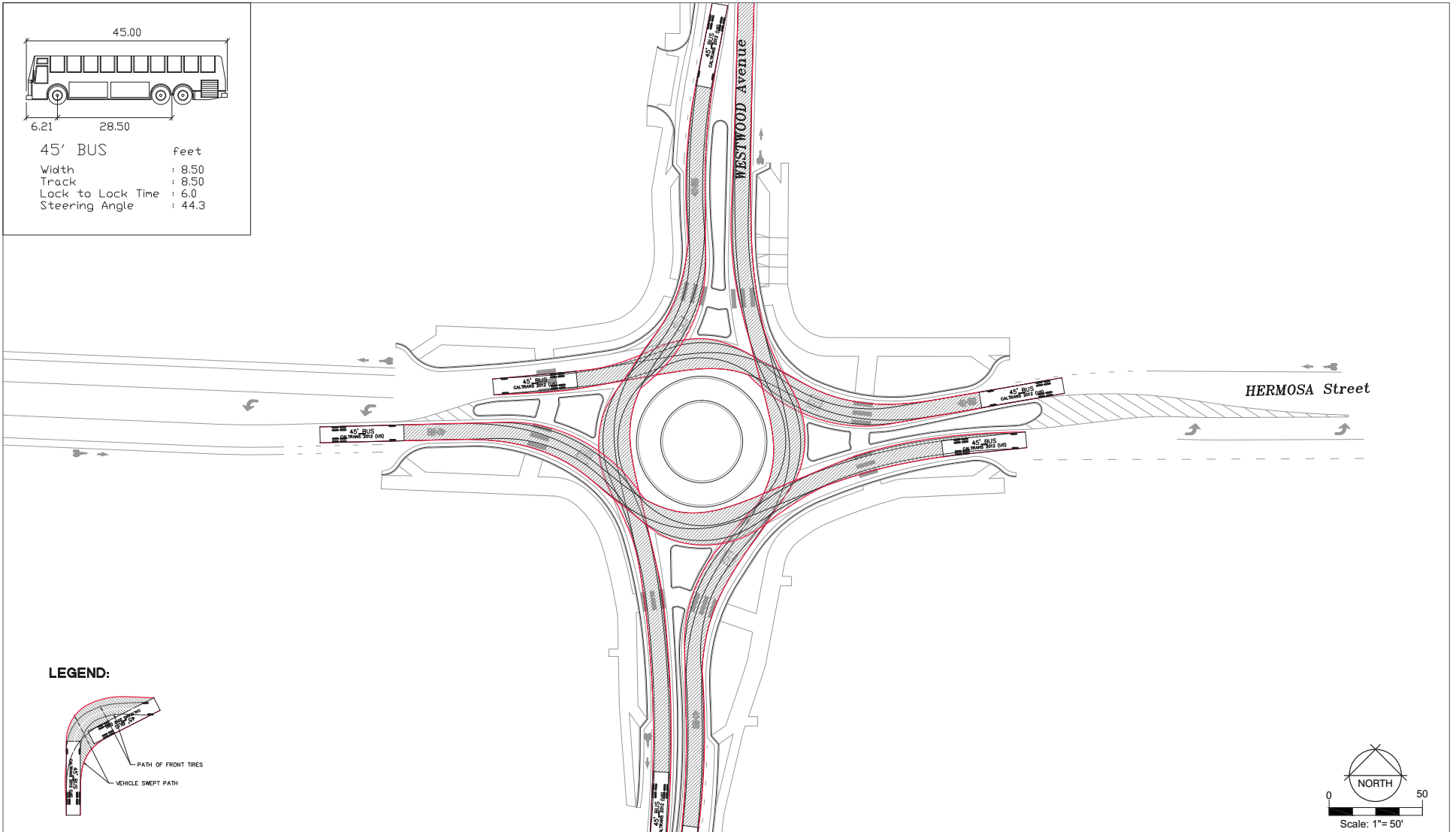
## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



Lindsay, California

December 20, 2016  
2259EX001.dwg

# BUS 45 TURNS (THROUGH MOVEMENT ONLY)



12/20/2016 2:57 PM \\10.9.250.11\COMMON\PRJ\2259\2259EX001.DWG

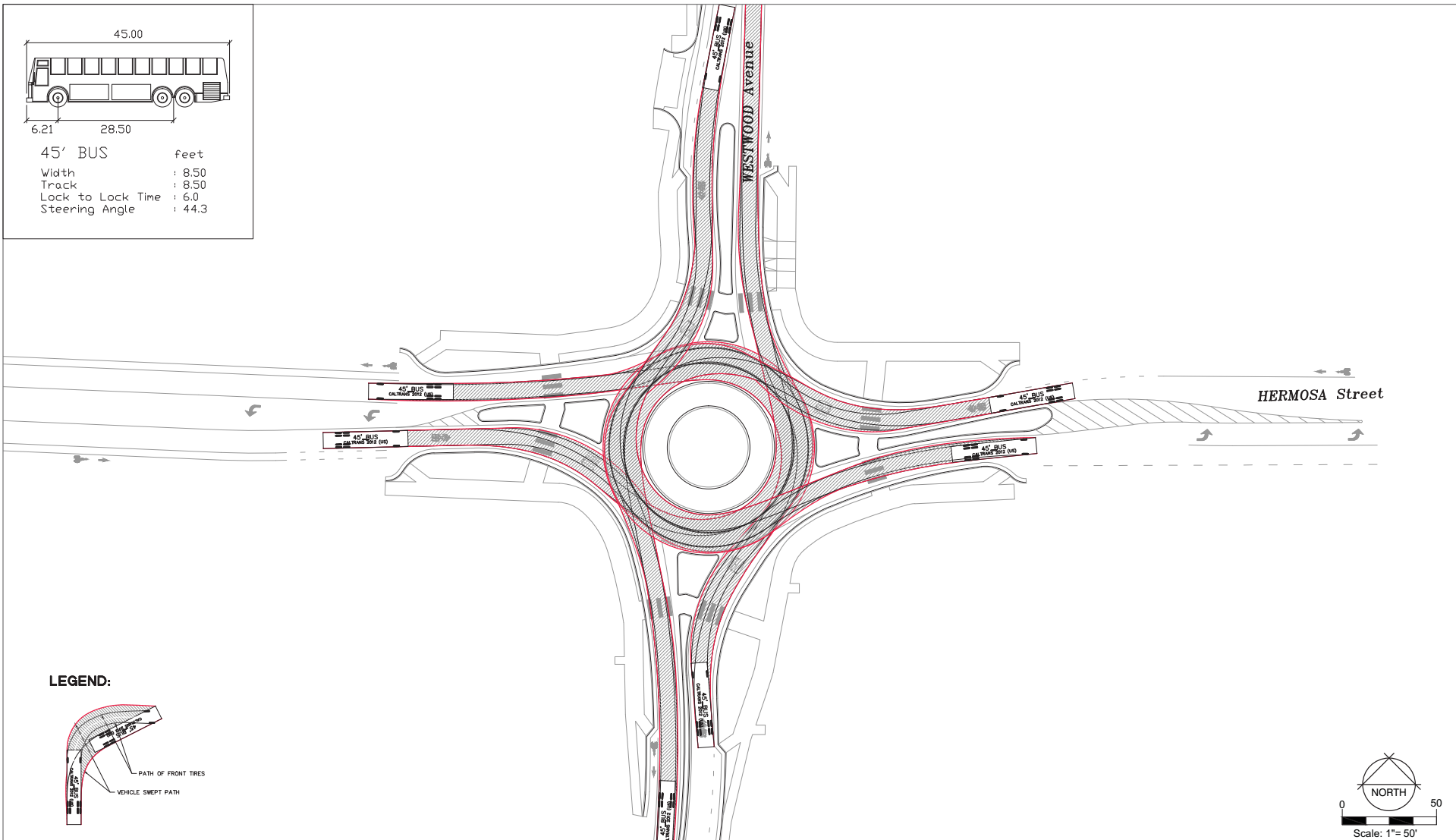
## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



Lindsay, California

December 20, 2016  
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# BUS 45 TURNS (LEFT-TURN MOVEMENT ONLY)



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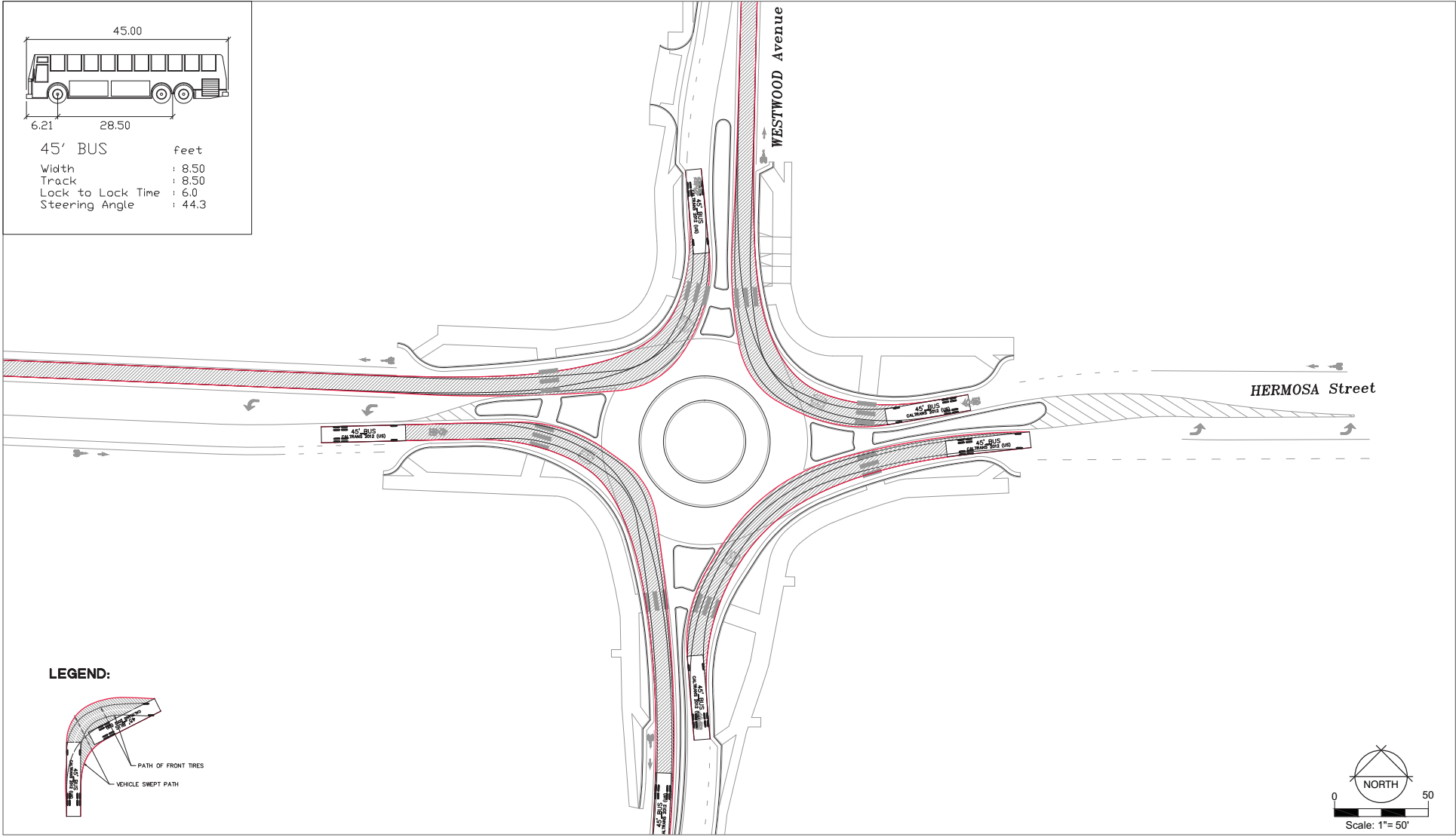
## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



Lindsay, California

December 20, 2016  
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# BUS 45 TURNS (RIGHT-TURN MOVEMENT ONLY)



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## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



Lindsay, California

December 20, 2016  
2259EX001.dwg

# FASTEST PATH

**FASTPATH RADIUS (FT)**

MOVEMENT	NB WESTWOOD AVENUE	SB WESTWOOD AVENUE	EB HERMOSA STREET	WB HERMOSA STREET
	(N#)	(S#)	(E#)	(W#)
ENTERING (R1)	165.2	137.5	153.6	170.1
CIRCULATING (R2)	100.8	106.8	82.6	204.5
EXITING (R3)	374.7	534.8	528.8	729.4
LEFT TURN (R4)	46.0	42.7	39.7	45.5
RIGHT TURN (R5)	119.4	61.6	81.2	59.7

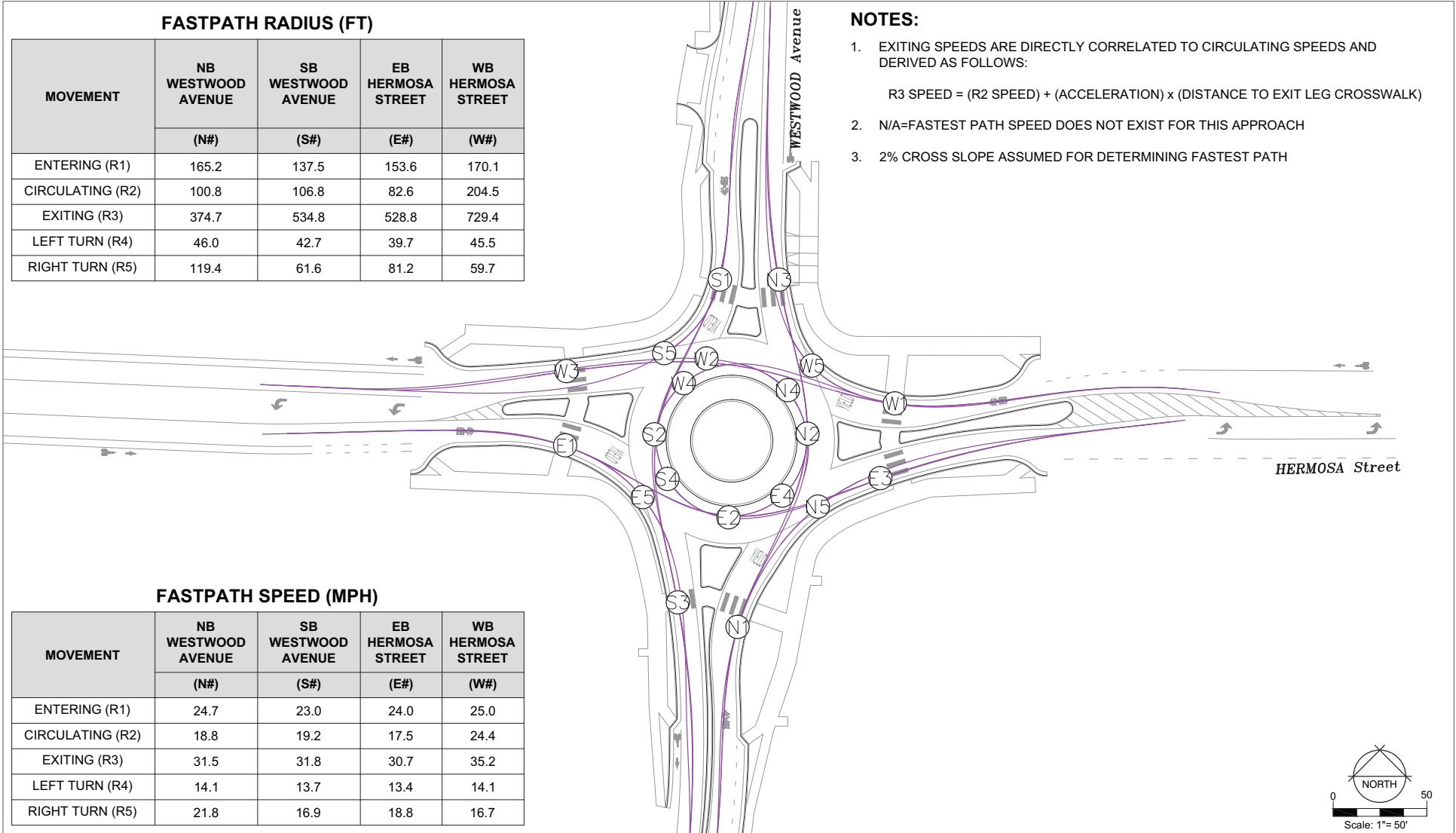
**NOTES:**

1. EXITING SPEEDS ARE DIRECTLY CORRELATED TO CIRCULATING SPEEDS AND DERIVED AS FOLLOWS:  
 $R3 \text{ SPEED} = (R2 \text{ SPEED}) + (\text{ACCELERATION}) \times (\text{DISTANCE TO EXIT LEG CROSSWALK})$
2. N/A=FASTEST PATH SPEED DOES NOT EXIST FOR THIS APPROACH
3. 2% CROSS SLOPE ASSUMED FOR DETERMINING FASTEST PATH

**FASTPATH SPEED (MPH)**

MOVEMENT	NB WESTWOOD AVENUE	SB WESTWOOD AVENUE	EB HERMOSA STREET	WB HERMOSA STREET
	(N#)	(S#)	(E#)	(W#)
ENTERING (R1)	24.7	23.0	24.0	25.0
CIRCULATING (R2)	18.8	19.2	17.5	24.4
EXITING (R3)	31.5	31.8	30.7	35.2
LEFT TURN (R4)	14.1	13.7	13.4	14.1
RIGHT TURN (R5)	21.8	16.9	18.8	16.7

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## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



Lindsay, California

December 20, 2016  
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# INTERSECTION SIGHT DISTANCE

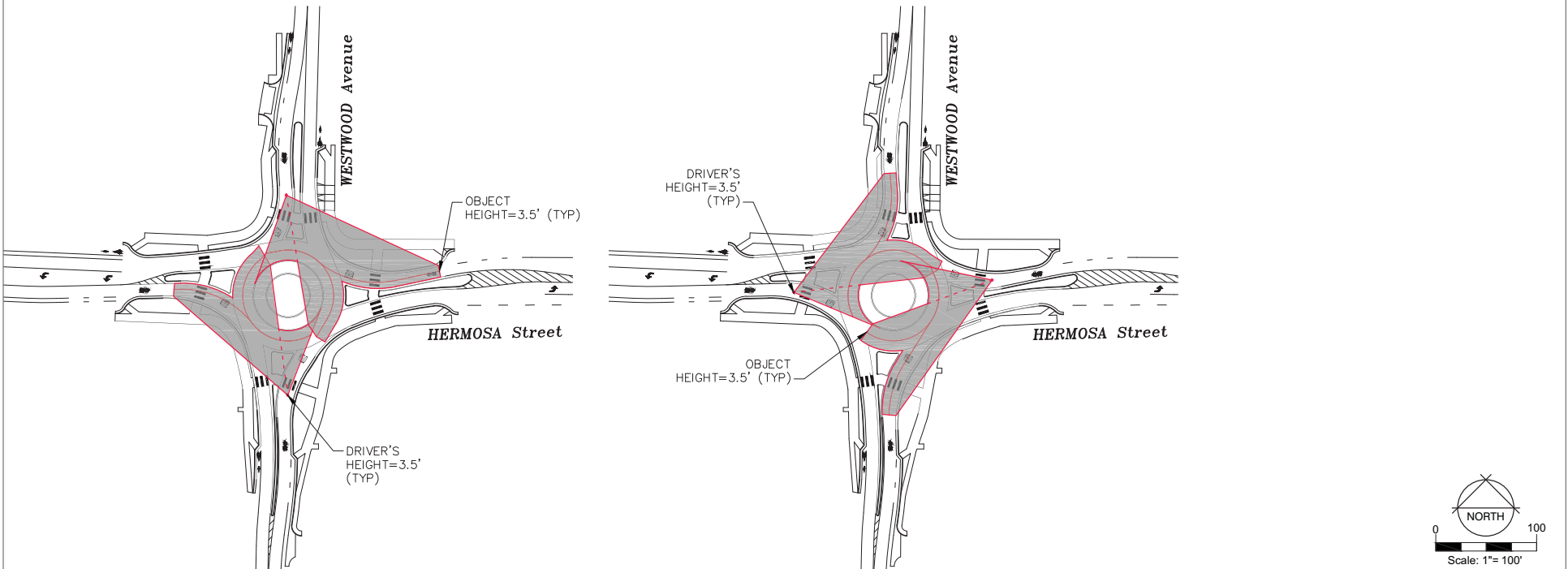
**NOTE:**  
INTERSECTION SIGHT DISTANCE IS MEASURED USING AN ASSUMED DRIVER'S EYE HEIGHT OF 3.5 FT AND AN ASSUMED OBJECT HEIGHT OF 3.5 FT.

INTERSECTION SIGHT DISTANCE

LEG	APPROACH		CONFLICTING SPEED	SIGHT TRIANGLE LENGTH
			(MPH)	(FT)
NB WESTWOOD AVENUE	EB HERMOSA STREET	ENTERING LEG (D1)	20.8	152.5
	SB WESTWOOD AVENUE	CIRCULATING LEG (D2)	19.2	141.3
SB WESTWOOD AVENUE	WB HERMOSA STREET	ENTERING LEG (D1)	24.7	181.4
	NB WESTWOOD AVENUE	CIRCULATING LEG (D2)	18.8	138.3
EB HERMOSA STREET	SB WESTWOOD AVENUE	ENTERING LEG (D1)	21.1	155.2
	WB HERMOSA STREET	CIRCULATING LEG (D2)	19.2	141.3
WB HERMOSA STREET	NB WESTWOOD AVENUE	ENTERING LEG (D1)	21.8	159.9
	EB HERMOSA STREET	CIRCULATING LEG (D2)	17.5	128.5

NOTE: INTERSECTION SIGHT DISTANCE CRITERIA OBTAINED FROM NCHRP REPORT 672 WITH 5 SECOND CRITICAL HEADWAY (tc)

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## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



Lindsay, California

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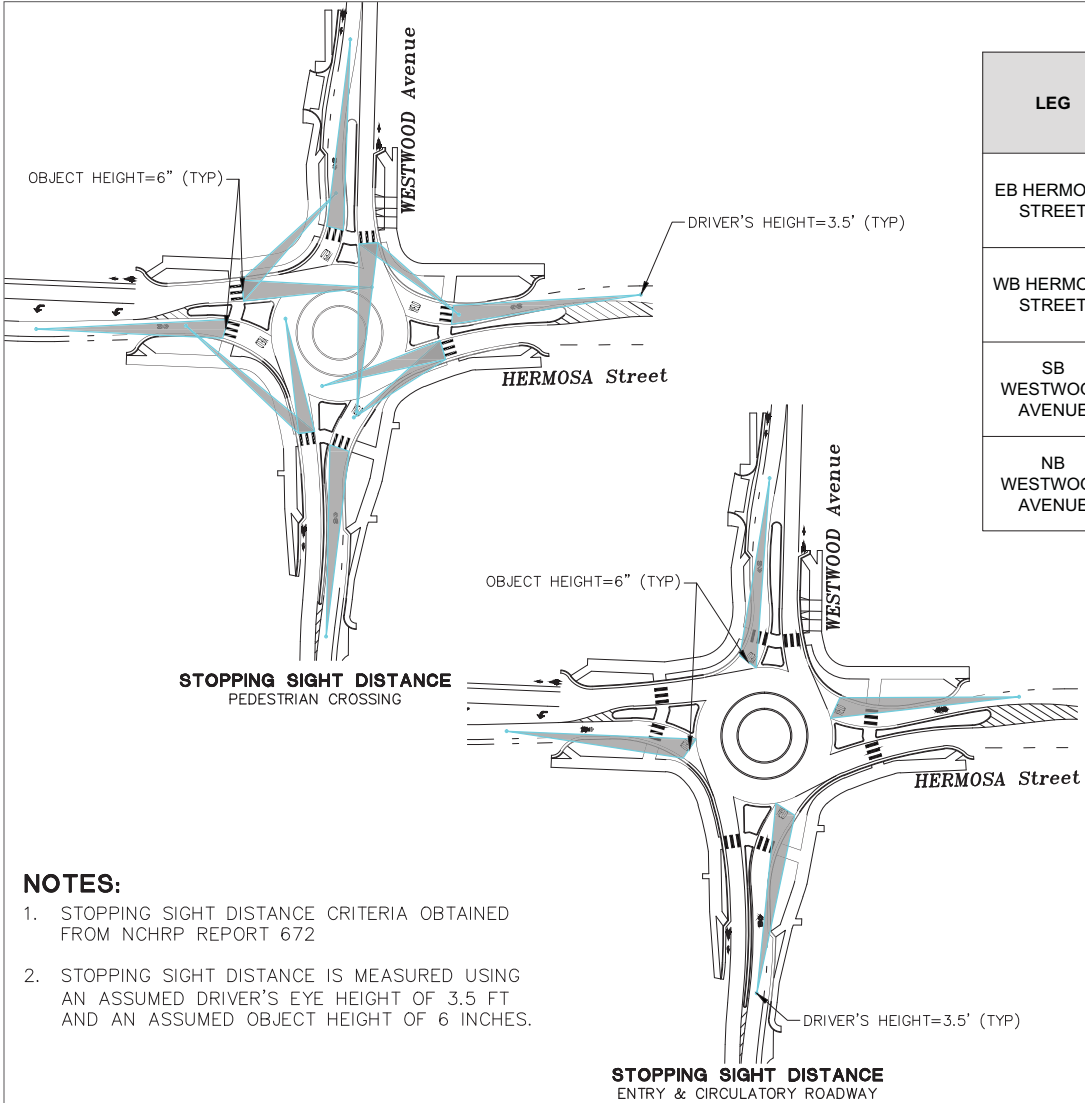
# STOPPING SIGHT DISTANCE

STOPPING SIGHT DISTANCE TO PEDESTRIAN CROSSING

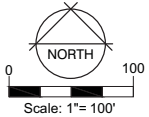
LEG	APPROACH		CONFLICTING SPEED	SIGHT TRIANGLE LENGTH
			(MPH)	(FT)
EB HERMOSA STREET	EB HERMOSA STREET	INITIAL SPEED	25.0	152.4
	SB WESTWOOD AVENUE	RIGHT TURN (V5)	18.8	103.3
	WB HERMOSA STREET	CIRCULATING SPEED (V2)	19.2	106.6
WB HERMOSA STREET	WB HERMOSA STREET	INITIAL SPEED	25.0	152.4
	NB WESTWOOD AVENUE	RIGHT TURN (V5)	16.7	88.3
	EB HERMOSA STREET	CIRCULATING SPEED (V2)	18.8	103.6
SB WESTWOOD AVENUE	SB WESTWOOD AVENUE	INITIAL SPEED	25.0	152.4
	WB HERMOSA STREET	RIGHT TURN (V5)	16.9	89.7
	NB WESTWOOD AVENUE	CIRCULATING SPEED (V2)	24.4	147.6
NB WESTWOOD AVENUE	NB WESTWOOD AVENUE	INITIAL SPEED	25.0	152.4
	EB HERMOSA STREET	RIGHT TURN (V5)	21.8	126.2
	SB WESTWOOD AVENUE	CIRCULATING SPEED (V2)	17.5	94.0

STOPPING SIGHT DISTANCE TO ENTRY

APPROACH	INITIAL SPEED	STOPPING SIGHT DISTANCE
	(MPH)	(FT)
EB HERMOSA STREET	25.0	152.4
WB HERMOSA STREET	25.0	152.4
SB WESTWOOD AVENUE	25.0	152.4
NB WESTWOOD AVENUE	25.0	152.4



- NOTES:**
1. STOPPING SIGHT DISTANCE CRITERIA OBTAINED FROM NCHRP REPORT 672
  2. STOPPING SIGHT DISTANCE IS MEASURED USING AN ASSUMED DRIVER'S EYE HEIGHT OF 3.5 FT AND AN ASSUMED OBJECT HEIGHT OF 6 INCHES.



## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT

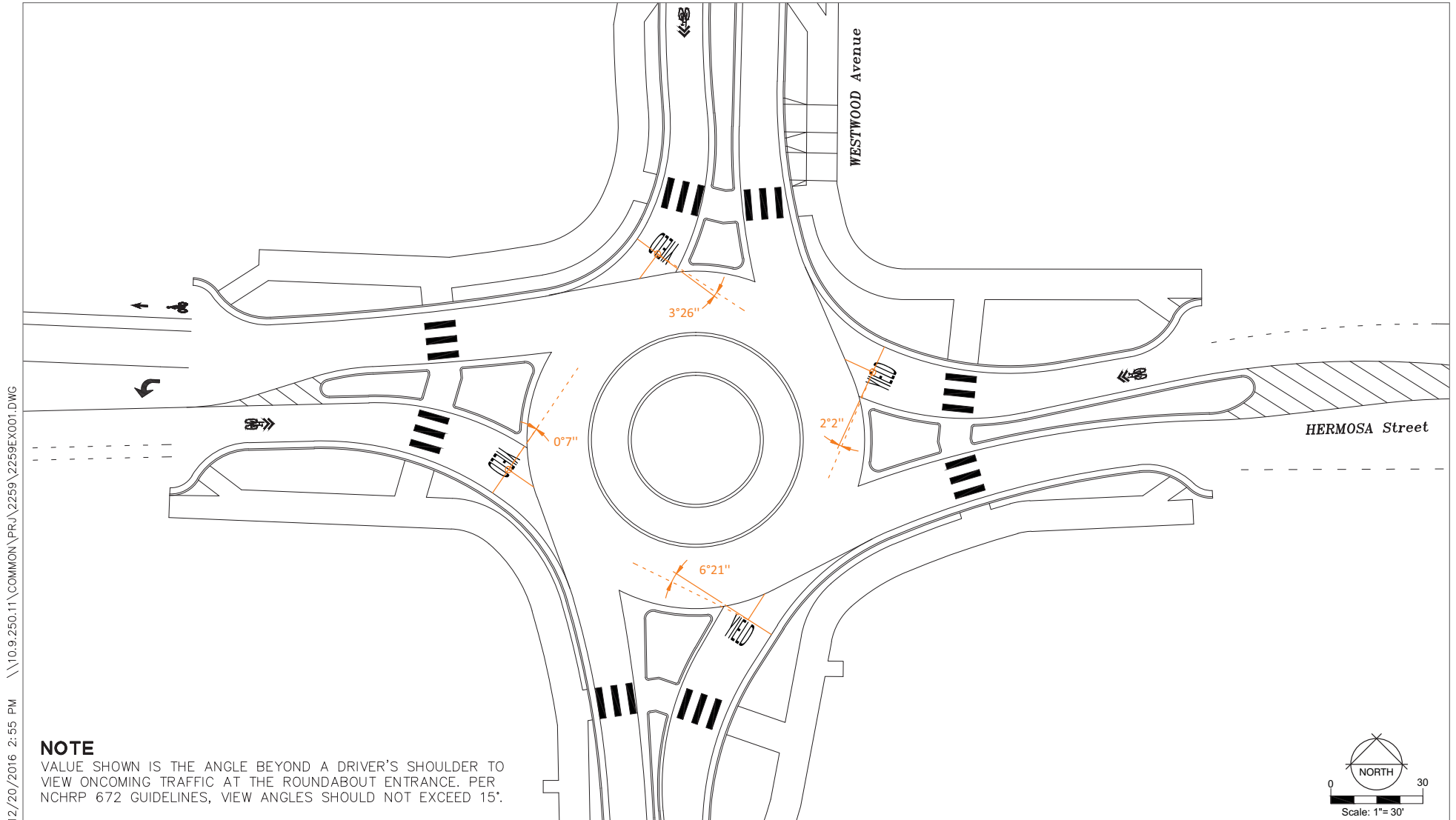


Lindsay, California

December 20, 2016  
2259EX001.dwg

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# VIEW ANGLES



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**NOTE**  
 VALUE SHOWN IS THE ANGLE BEYOND A DRIVER'S SHOULDER TO VIEW ONCOMING TRAFFIC AT THE ROUNDABOUT ENTRANCE. PER NCHRP 672 GUIDELINES, VIEW ANGLES SHOULD NOT EXCEED 15°.

## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



Lindsay, California

December 20, 2016  
 2259EX001.dwg



**13.0 APPENDIX D: JEFFERSON ELEMENTARY PUBLIC MEETING**

A public meeting was held on December 5, 2017 to provide project information to the public as well as address any questions or concerns they had regarding project details. A total of 24 members of the public were in attendance. The following is a list of questions, comments, and concerns addressed to both City and School representatives. This list also includes references to sections within this document where the questions, comments and concerns are addressed where applicable. Staff comments are also included below.

<b>COMMENTS:</b>		
Public Comments:	Staff Comments:	Section/Page Number:
“Glad to be able to make a left-hand turn.”	The build and no build scenarios both support left-hand turns, however Jefferson Elementary will determine peak morning and afternoon traffic patterns to maximize pedestrian safety for their students.	N/A
“Glad to have improved line of sight.” (Referencing palm trees on Hermosa)	The roundabout design will ensure safe line of sight is achieved for safe access to the roundabout.	Pages 92-93
“Improved safety for personnel crossing learners.”	The roundabout design includes pedestrian islands and reduces the linear footage where vehicle and pedestrian pathways intersect.	Page 83
“Stoplight will increase congestion.”	A signalized intersection was considered but eliminated from further discussion due to development and maintenance funding limitations as well as State requirements to first consider a roundabout before considering a signalized intersection.	Section 3.5.4/pg. 14
“If this is what will be happening, make it ASAP.”	City Staff must follow all CEQA public hearing requirements and ensure that any potential impacts are mitigated properly. City Staff will continue to pursue this project with efficiency and accuracy as top priorities.	N/A
“They (concerned parents) collected signatures and would like something done ASAP.”	The signatures collected by concerned members of the public is one of the main driving factors of this project. City Staff highly values a proactive partnership with the public to identify areas of improvement and will continue to serve the public as funding opportunities become available.	N/A
“They (pedestrians) use the divider by Save Mart to cross.”	The roundabout design will include safer pedestrian crossings and eliminate the need for illegal, mid-block crossings for pedestrians.	Page 83
“They (commenter) are happy they will be able to make a left from school parking lot.”	The build and no build scenarios both support left-hand turns, however Jefferson Elementary will determine peak morning and afternoon traffic patterns to maximize pedestrian safety for their students.	N/A
“When people leave Save Mart they will be able to go around the roundabout to leave Lindsay.”	The roundabout design will assist to deter illegal U-turns just east the Save Mart ingress/egress to Hermosa by making legal U-turns possible via the roundabout.	Page 83

**CONCERNS**

Public Concerns:	Staff Comments:	Section/Page Number:
"Congestion potential from new apartments?"	The design of the new apartment complex as well as the design of the roundabout are intentionally harmonious. Access to the new apartment complex is placed away from the roundabout to the greatest extent possible.	Page 83
"Can a tractor-trailer make the roundabout?"	The design of the roundabout allows space for adequate turn movements for tractor-trailers to successfully navigate the roundabout in all directions.	Pages 85-90
"Crosswalk leading into Jefferson School."	City Staff has worked closely with Jefferson Elementary representatives to ensure the design does not create any impacts to the School site from both physical and operational viewpoints.	N/A
"Access to property." (Ortiz Property)	City Staff will reach out to this property owner to ensure all concerns are addressed.	N/A
"What to do with trees." (Ortiz Property)	City Staff will reach out to this property owner to ensure all concerns are addressed.	N/A
"They (concerned parents) had signatures they took to the City, they don't know what happened with them."	City Staff received these signatures where they serve as one of the main driving factors into safety improvements for this intersection. The continued partnership with the public to identify areas of concern throughout the City will allow the City to efficiently make improvements as funding opportunities become available.	N/A
"More parents need to be present in the meetings."	City Staff worked with Jefferson Elementary to notify all families as well as provided details regarding this public meeting to adjacent property owners. City Staff encourages members of the public to submit all questions and/or comments to City Staff either in writing or in person on or before the scheduled Public Hearing on January 9, 2018 at the City Council Meeting.	N/A

<b>QUESTIONS:</b>		
Public Questions:	Staff Comments:	Section/ Page Number:
“Will you continue to block a right hand turn on Westwood?”	Jefferson Elementary will determine peak AM and PM traffic patterns to maximize pedestrian safety for their students.	N/A
“How many crossing guards will be needed?”	Jefferson Elementary will determine if they will continue to utilize crossing guards and the number utilized during AM and PM needs.	N/A
“Is there anything else in place to help slow down traffic?”	This intersection currently has a flashing strobe crosswalk on Hermosa along with flashing signs for traffic approaching the intersection along Hermosa. Besides this safety measure, Jefferson Elementary utilizes crossing guards and special traffic pattern directions during peak AM and PM needs.	N/A
“Parking and drop offs for school, are they being reduced?”	Jefferson Elementary will determine peak AM and PM traffic patterns to maximize pedestrian safety for students.	N/A
“Is the front corner of Jefferson going to be used for (a) parking lot?”	Jefferson Elementary and LUSD will determine if any other on-site improvements are needed.	N/A
“How will lighting be done for the crosswalks?”	While the current design figures do not reflect this detail, strobed signs are proposed on all four entry ways to the roundabout for increased pedestrian safety.	N/A
“Why not a 4-way stop with lights?”	A signalized intersection was considered but eliminated from further discussion due to development and maintenance funding limitations as well as State requirements to first consider a roundabout before considering a signalized intersection.	Section 3.5.4/pg. 14
“How big will the median be in the crosswalk?”	Pedestrian islands will vary in size and shape. Estimates place these islands anywhere between 100-200 square feet.	Page 83
“Have we considered installing a pedestrian under/over pass?”	Unfortunately cost, safety concerns, and design limitations prevent this as being a viable option.	N/A
“How do the palm trees effect the line of sight of the new intersection?”	Palm trees will have no impact on line of sight at the new intersection.	Pages 92-93
“Will there be crossing guards?”	Jefferson Elementary will determine if they will continue to utilize crossing guards and the number utilized during AM and PM needs.	N/A
“Will there be flashing lights at crosswalks?”	While the current design figures do not reflect this detail, strobed signs are proposed on all four entry ways	N/A

	to the roundabout for increased pedestrian safety.	
"Will there be protection (bollards) at islands?"	Currently the design only implements raised curb for island medians. Staff and consultants are still considering bollards as a potential addition; however a decision has not been made at this time.	Page 83
"Is the roundabout one lane?"	Yes, the roundabout is designed as a single lane roundabout in all directions.	Page 83
"Will there be traffic congestion during school drop off and pick up times?"	The roundabout is designed to accommodate a LOS of B or better during peak AM and PM operations.	Pages 75-82

*In the Superior Court of the State of California  
In and for the County of Tulare*

**PUBLIC NOTICE**

**CITY OF LINDSAY**  
251 E. Honolulu Street  
Lindsay, CA 93247

**NOTICE OF INTENT TO  
FILE A MITIGATED  
NEGATIVE  
DECLARATION  
/ PUBLIC HEARING**

This is to advise that the Planning Director, acting as the Responsible Officer regarding the adoption of objectives, criteria, and procedures implementing the California Environmental Quality Act, hereby notifies of his intention to file a Mitigated Negative Declaration with respect to:

**Project Title/Case Number:** Mitigated Negative Declaration Review for Hermosa Street Intersection Improvement Project No. 17-09.

**Applicant Name and Address:** The City of Lindsay, 150 N. Mirage Avenue, Lindsay, CA 93247.

**Lead Agency:** City of Lindsay

**Contact Person:** Brian Spauhurst **Phone:** (559) 562-7102 ext. 8032

**Project Description:** The Mitigated Negative Declaration Review for Hermosa Street Intersection Improvement Project (PPN) No. 17-09 is a request by City Staff for approval to construct a 110-foot diameter roundabout at the intersection of Hermosa Street and Westwood Avenue. The proposed roundabout would require a total of 8,106 square feet of additional public right of way. The project area consists primarily of existing public right of way, however also includes portions of single family residential, multi-family residential, and Resource, Conservation, and Open Space zoned properties. The details of PPN 17-09 will be reviewed by the Lindsay City Council on January 9, 2018 where the public is invited to share comments.

No significant effects on the environment are anticipated as a result of this project; therefore, a mitigated negative declaration has been prepared in accordance with the California Environmental Quality Act. The Initial Study and all documents referenced supporting this determination along with a copy of the draft Mitigated Negative Declaration are on file at the City of Lindsay Planning and Economic Development Office at 150 N. Mirage Avenue, Lindsay, CA 93247 and are available on the City of Lindsay website at <http://www.lindsay.ca.us/city-hall-2/document-library/environmental-documents>. The public is invited to comment on the draft Mitigated Negative Declaration during the minimum 20-day public review period, beginning December 21, 2017 and ending January 9, 2018. The Lindsay City Council will consider the proposed environmental determination at a **PUBLIC HEARING** during its meeting of January 9, 2018 at 6pm in the Lindsay City Council Chambers, where the public is also invited to comment.

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The Initial Study and all documents referenced supporting this determination along with a copy of the draft Mitigated Negative Declaration are on file at the City of Lindsay Planning and Economic Development Office at 150 N. Mirage Avenue, Lindsay, CA 93247 and are available on the City of Lindsay website at <http://www.lindsay.ca.us/city-hall-2/document-library/environmental-documents>. The public is invited to comment on the draft Mitigated Negative Declaration during the minimum 20-day public review period, beginning December 21, 2017 and ending January 9, 2018. The Lindsay City Council will consider the proposed environmental determination at a **PUBLIC HEARING** during its meeting of January 9, 2018 at 6pm in the Lindsay City Council Chambers, where the public is also invited to comment.

Date: 12/13/2017

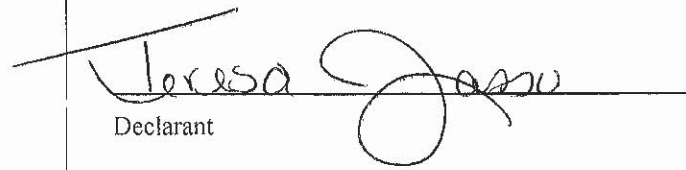
William Zigler  
Director of Planning and Economic Development  
00072025  
Dec 21, 1-1

State of California                    SS.

County of Tulare

Declarant says:

That at all times herein mentioned Declarant is and was a resident of said County of Tulare, over the age of twenty-one years; not a party to nor interested in the within matter; that Declarant is now and was at all times herein mentioned the Principal Clerk of the Porterville Recorder, a daily newspaper, which said newspaper was adjudged a newspaper of general circulation on October 15, 1951, by Superior Court Order No. 42369 as entered in Book 57 Page 384 of said Court; and that said newspaper is printed and published every day except Sunday published LEGAL NOTICE TO PUBLIC NOTICE in said newspaper Dec 21, 2017 and that such publication was made in the regular issues of said paper (and not in any supplemental edition or extra there of). I declare under penalty of perjury that the forgoing is true and correct. Executed Dec 21, 2017 at Porterville, California.

  
Declarant

**RESOLUTION NO. 18-01**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINDSAY APPROVING A MITIGATED NEGATIVE DECLARATION FOR PLANNING PROJECT NO. 17-09, A REQUEST BY THE CITY OF LINDSAY, FOR PUBLIC RIGHT OF WAY LOCATED AT THE INTERSECTION OF HERMOSA STREET AND WESTWOOD AVENUE.**

At a regularly scheduled meeting of the City Council of the City of Lindsay, held January 9, 2018 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**, an environmental Initial Study/Mitigated Negative Declaration for Planning Project No. 17-09 was filed pursuant to the regulations contained in Ordinance No. 437, the Zoning Ordinance of the City of Lindsay; and

**WHEREAS**, Planning Project No. 17-09 involves the construction of a roundabout that is 110 feet in diameter requiring a total of 8,106 square feet of additional right of way from APNs: 205-051-016, 199-200-003, 205-040-005, and 199-210-035; and

**WHEREAS**, the City Council of the City of Lindsay, after twenty (20) days published notice, did hold a public hearing before said Council on January 9, 2018, and

**WHEREAS**, an Initial Study was prepared 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 project would not result in a significant effect on the environment, and has prepared a Mitigated Negative Declaration.

**NOW, THEREFORE, BE IT RESOLVED** that the proposed project would not result in a significant effect on the environment, and the City Council hereby accepts and adopts the Mitigated Negative Declaration, subject to the following mitigation measures:

**SECTION 1. Aesthetics:** The project shall incorporate standard light shielding measures for street light fixtures to mitigate any potential adverse glare impacts.

**SECTION 2. 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 construction, 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 project construction contractor 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.

**SECTION 3. 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.

**SECTION 4. 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.

**NOW THEREFORE BE IT RESOLVED** that this approval is for the environmental initial study and determination only.

**BE IT FURTHER RESOLVED** that city staff shall submit a separate site plan for approval of the final design for Planning Project No. 17-09 where project details shall be reviewed by the Lindsay City Council during a noticed public hearing. At that time, the City Council may approve, disapprove, or impose conditions of approval to the proposed project.

**PASSED, APPROVED AND ADOPTED** by the City Council of the City of Lindsay this 9th day of January, 2018.

ATTEST:

CITY COUNCIL OF THE CITY OF LINDSAY

\_\_\_\_\_  
Bret Harmon, City Clerk

\_\_\_\_\_  
Pamela Kimball, Mayor



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 9, 2018  
AGENDA #: 6  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

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### AGENDA ITEM

TITLE	Ordinance No. 562
ACTION	Amend Municipal Code Section 18.07.050 and Section 18.08.050 to increase the maximum allowed height of accessory structures within the Single Family Residential (R-1-7) and Multi-Family Residential (RM-3) zoning districts.
PURPOSE	Discretionary Action
COUNCIL OBJECTIVE(S)	Live in a safe, clean, comfortable and healthy environment. Increase our keen sense of identity in a physically connected and involved community. Nurture attractive residential neighborhoods and business districts.

---

### RECOMMENDATION

Staff Recommends Approval

---

### BACKGROUND | ANALYSIS

Ordinance No. 562 is a request by City Staff to amend sections 18.07.050 and 18.08.050 of the Lindsay Municipal Code to increase the maximum allowed height of accessory structures within the Single Family Residential (R-1-7) and Multi-Family Residential (RM-3) zoning districts. The proposed amendment reads as follows:

#### Proposed Amendment

- Proposed deleted text is shown in ~~strike through~~ text.
  - Proposed new text is shown in underline italic text.
  - Commentary (not part of the proposed ordinance, but provided for explanation and background/rationale purposes) is shown in **highlighted italic** text.
-





## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 9, 2018  
AGENDA #: 6  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

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### Chapter 18.07

#### R ONE-FAMILY RESIDENTIAL DISTRICTS

##### Sections:

- 18.07.010 Purpose and application.
- 18.07.020 Permitted uses.
- 18.07.030 Permitted uses – Administrative approval.
- 18.07.040 Conditional Uses – City council approval.
- 18.07.050 Property development standards.
- 18.07.060 General provisions and exceptions.

*No changes are proposed for the Chapter 18.07 R ONE-FAMILY RESIDENTIAL DISTRICTS Table of Contents. It is provided here for reference only.*

##### 18.07.050 Property development standards.

###### F. Yard Requirements.

1. Front Yard. The minimum front yard shall be fifteen feet; provided, that the distance from the center line of a public street to the rear of the required front yard shall not be less than forty-five feet.

a. On a site situated between sites improved with buildings where such buildings are set back less than the minimum distance required by this section, the minimum front yard shall be the average depth of the front yards on the improved sites immediately adjoining the side lines of the site.

2. Rear Yard. The minimum rear yard shall be five feet. ~~Accessory and garden~~ structures less than seven feet in height may be located within any portion of a rear yard. Accessory and garden structures greater than seven feet, and less than fifteen feet must be located a minimum of five feet from the rear property line. Where construction involves more than one story, including decks, balconies, Accessory and garden structures, and other related platforms with a floor level over five feet in eight, the rear yard shall be increased by ten feet for each additional story. Accessory and garden structures less than seven feet in height may be located in any portion of a required rear yard; provided, that any mechanical equipment shall be located at a minimum of five feet from a rear property line adjoining an interior lot in a UR, RA, R or RM district.

3. Side Yards. The minimum side yard shall be five feet, subject to the following conditions and exceptions:



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 9, 2018  
AGENDA #: 6  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

---

a. On a reversed corner lot, the side yard adjoining the street shall be not less than one-half the required front yard on the adjoining key lot.

b. Accessory and garden structures under seven feet in height may be located in any portion of a required side yard, subject to approval under the provisions of Chapter 18.16; provided, that any mechanical equipment shall be located a minimum of five feet from a side property line adjoining an interior lot in the UR, RA, R or RM district.

c. Where construction involves more than one story, the side yard shall be increased by five feet for each additional story; provided, however, that the side yard on the street side of a corner lot, that is not a reverse corner lot, need not be greater than five feet.

4. Garages and Carports. In order to provide sufficient driveway area for vehicle storage and safe vehicle movement, attached or detached garages and carports. shall be subject to following minimum yard requirements:

a. Front and corner side yards: twenty feet.

b. Interior side yard: five feet. Where construction exceeds one story in height, the side yard shall be increased by five feet for each additional story.

c. Rear yard: five feet. Where construction exceeds one story in height, the rear yard shall be increased by ten feet for each additional story.

d. Within new subdivisions, the following additional requirements apply regarding garage configuration and setback:

i. Detached garages, rear-loaded garages, and side-loaded garages are preferred and should be used whenever possible.

ii. Front-loaded garages, when used, shall be set back fifteen feet from the facade of the primary dwelling unit, unless an alternate setback distance is approved by the city manager or his designee.

iii. For the purposes of this subsection, "frontloaded" means garages or carports taking vehicular access perpendicular to adjacent streets.

e. Garage and carport design elements:

i. The architectural details of the street facing facade of any garage, such as window and door design and placement, trim details, and building materials shall be consistent with the features of the primary dwelling unit.

ii. Side-loaded garages shall be configured with at least twenty percent of the street facing facade consisting of windows or pedestrian entryway doors.



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 9, 2018  
AGENDA #: 6  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

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G. Distances Between Structures. The minimum distance between a one-family residence and another building shall be ten feet.

H. Building Height. No building or structure shall have a height greater than thirty-five feet except as required under Chapters 18.17 and 18.18.

I. Signs. No sign or outdoor advertising structure of any character shall be permitted except as prescribed in Chapter 18.14.

J. Off-Street Parking and Off-Street Loading. Off-street parking and off-street loading facilities shall be provided on the site for each use as prescribed in Chapter 18.13. (Ord. 522 § 1,2006; Ord. 514 § 8.2004; Ord. 437 § I (part). 1989)

*The proposed amendment would allow accessory and garden structures to be built up to a maximum of fifteen feet in rear yards to allow for proper roofing pitch heights to aid in the flow of water. Accessory and garden structures exceeding seven feet in height must meet rear yard setback requirements for fire and seismic safety purposes. Staff determined this height by referencing major cities within Tulare County. Maximum height allowed in other cities range from 12 feet to 30 feet for accessory structures. Recent accessory structure requests have shown a trend for pergolas and gazebos and other detached, unenclosed family gathering areas. With all of this in consideration, Staff recommends 15 feet to allow for pitched roofs as well as deter accessory structures that may exceed the height of the dwelling unit allowing the accessory structure to be visible from the street Right of Way.*

*Side yard height requirements remain the same as storage structures visible from the street Right of Way may detract from neighborhood aesthetics. Decorative side yard structures visible from the street Right of Way such as pergolas, pedestrian path archways will also remain limited to seven feet in height as these structures are intended to supplement home aesthetics. Increasing these heights without implementing form based codes has a high risk of lowering neighborhood aesthetics.*



# STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
 DATE: JANUARY 9, 2018  
 AGENDA #: 6  
 STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

## Chapter 18.08

### RM MULTI-FAMILY RESIDENTIAL DISTRICTS

#### Sections:

- 18.08.010** Purposes and application.
- 18.08.020** Permitted uses.
- 18.08.030** Permitted uses-Administrative approval.
- 18.08.040** Conditional uses-City council approval.
- 18.08.050** Property development standards.
- 18.08.060** Site plan review.
- 18.08.070** General provisions and exceptions.

*No changes are proposed for the Chapter 18.08 RM MULTI-FAMILY RESIDENTIAL DISTRICTS Table of Contents. It is provided here for reference only.*

#### **18.08.050 Property Development Standards**

A. Fences, Walls and Hedges. Fences, walls and hedges shall be permitted in accordance with Section 18.06.050.

B. Site Area. The minimum site area shall be five thousand square feet.

C. Site Area per Dwelling Unit. The minimum site area per dwelling unit shall be as follows:

<b>District</b>	<b>Area Per Unit</b>
RM-MH8	5,000 sq. ft.
RM-3.0	3,000 sq. ft.
RM-2.0	2,500 sq. ft.
RM-1.5	1,500 sq. ft.

D. Frontage, Width and Depth of Site.

1. Each site, other than for a mobile home in a mobile home park. shall have not less than fifty feet of frontage on a public street, except that those sites which front on a cul-de-sac or loop-out street may have a frontage of not less than forty feet provided the width of the site, as measured along the front yard setback line, is at least sixty feet.



# STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
 DATE: JANUARY 9, 2018  
 AGENDA #: 6  
 STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

- 2. The minimum width of each site shall be fifty feet.
- 3. The minimum depth of each site, other than for a mobile home in a mobile home park. shall be eighty feet.

E. Coverage. The maximum site area covered by structures shall be as follows:

District	Coverage
RH-HH8	(Not applicable)
RM-3.0	50%
RM-2.0	60%
RM-1.5	70%

F. Yard Requirements.

- 1. Front Yard. The minimum front yard shall be fifteen feet. provided that the distance from the center line of a public street to the rear of the required front yard shall not be less than forty-five feet. Any fixed mechanical equipment shall not be located within the front yard.
- 2. Rear Yard. The minimum rear yard shall be ten feet. ~~Accessory and garden~~ ~~Garden~~ structures less than seven feet in height may be located within any portion of a required rear yard. Accessory and garden structures greater than seven feet, and less than fifteen feet must be located a minimum of five feet from the rear property line. Where construction involves more than one story, including decks, balconies, accessory and garden structures and other related platforms with a floor level over five feet in height, the rear yard shall be increased by five feet for each additional story. Accessory and garden structures under seven feet in height may be located within any portion of the required rear yard; provided, that any mechanical equipment shall not be located closer than five feet from an adjoining property line.
- 3. Side Yards. The minimum side yard shall be five feet, subject to the following conditions and exceptions:
  - a. On a reversed comer lot, the side yard adjoining the street shall be not less than one-half the required front yard of the adjoining key lot.
  - b. Accessory and garden structures under seven feet in height may be located in any portion of a required side yard, subject to approval under Chapter 18.16; provided, that any mechanical equipment shall be located a minimum of five feet from a side property line adjoining an interior lot in an UR, RA, R or RM District.



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 9, 2018  
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c. Where construction involves more than one story, the side yard shall be increased by five feet for each additional story; provided, however, that the side yard on the street side yard of a corner lot that is not a reversed corner lot need not be greater than five feet.

d. A side yard providing access to more than one dwelling unit shall not be less than ten feet.

e. Garages or carports shall be subject to the setback requirements of subsection 18.07.050F.

G. Distances Between Structures. The minimum distance between a dwelling unit and another structure shall be ten feet.

H. Building Height. No building or structure shall have a height greater than thirty-five feet, except as may be allowed under Chapters 18.17 and 18.18.

I. Signs. No sign or outdoor advertising structure of any character shall be permitted except as provided in Chapter 18.14.

J. Off-Street Parking and Off-Street Loading. Off-street parking and off-street loading facilities shall be provided on the site for each use as prescribed in Chapter 18.13. (Ord. 437 § 1 (part), 1989)

*The proposed amendment would allow accessory and garden structures to be built up to a maximum of fifteen feet in rear yards to allow for proper roofing pitch heights to aid in the flow of water. Accessory and garden structures exceeding seven feet in height must meet rear yard setback requirements for fire and seismic safety purposes. Staff determined this height by referencing major cities within Tulare County. Maximum height allowed in other cities range from 12 feet to 30 feet for accessory structures. Recent accessory structure requests have shown a trend for pergolas and gazebos and other detached, unenclosed family gathering areas. With all of this in consideration, Staff recommends 15 feet to allow for pitched roofs as well as deter accessory structures that may exceed the height of the dwelling unit allowing the accessory structure to be visible from the street Right of Way.*

*Side yard height requirements remain the same as storage structures visible from the street Right of Way may detract from neighborhood aesthetics. Decorative side yard structures visible from the street Right of Way such as pergolas, pedestrian path archways will also remain limited to seven feet in height as these structures are intended to supplement home aesthetics. Increasing these heights without implementing form based codes has a high risk of lowering neighborhood aesthetics.*



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 9, 2018  
AGENDA #: 6  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

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### *ALTERNATIVES*

- Approve with modification
- Direct staff to provide additional information
- Deny request

### *BENEFIT TO OR IMPACT ON CITY RESOURCES*

Benefits include potentially developing new accessory and garden structures that will enhance local neighborhood aesthetics and increase potential building permit revenue.

Potential impacts to City Resources include additional temporary code enforcement actions in order to ensure existing non-permitted illegal structures are reviewed to obtain a building permit.

### *ENVIRONMENTAL REVIEW*

The proposed addition is exempt from the California Environmental Quality Act (CEQA) as it is not a project pursuant to Section 15378 of the CEQA Guidelines.

### *POLICY ISSUES*

None

### *PUBLIC OUTREACH*

Public outreach includes posting in the local newspaper (see attachment), and posting at public bulletin boards located at City Hall and the Lindsay Library.

### *ATTACHMENTS*

- Ordinance No. XXX
- Receipt for Newspaper Publishing

**ORDINANCE NO. 562**  
**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LINDSAY**  
**AMENDING SECTIONS 18.07.050 AND 18.08.050 OF THE LINDSAY MUNICIPAL CODE**  
**PERTAINING TO ACCESSORY AND GARDEN STRUCTURE HEIGHT LIMITATIONS.**

**THE CITY COUNCIL OF THE CITY OF LINDSAY DOES ORDAIN AS FOLLOWS:**

ARTICLE 1: Section 18.07.050 of the Lindsay Municipal Code shall be amended to read as follows:

18.07.050 Property development standards.

F. Yard Requirements.

1. Front Yard. The minimum front yard shall be fifteen feet; provided, that the distance from the center line of a public street to the rear of the required front yard shall not be less than forty-five feet.

a. On a site situated between sites improved with buildings where such buildings are set back less than the minimum distance required by this section, the minimum front yard shall be the average depth of the front yards on the improved sites immediately adjoining the side lines of the site.

2. Rear Yard. The minimum rear yard shall be five feet. Accessory and garden structures less than seven feet in height may be located within any portion of a rear yard. Accessory and garden structures greater than seven feet, and less than fifteen feet must be located a minimum of five feet from the rear property line. Where construction involves more than one story, including decks, balconies, Accessory and garden structures, and other related platforms with a floor level over five feet in eight, the rear yard shall be increased by ten feet for each additional story. Accessory and garden structures less than seven feet in height may be located in any portion of a required rear yard; provided, that any mechanical equipment shall be located at a minimum of five feet from a rear property line adjoining an interior lot in a UR, RA, R or RM district.

3. Side Yards. The minimum side yard shall be five feet, subject to the following conditions and exceptions:

a. On a reversed corner lot, the side yard adjoining the street shall be not less than one-half the required front yard on the adjoining key lot.

b. Accessory and garden structures under seven feet in height may be located in any portion of a required side yard, subject to approval under the provisions of Chapter 18.16; provided, that any mechanical equipment shall be located a minimum of five feet from a side property line adjoining an interior lot in the UR, RA, R or RM district.

c. Where construction involves more than one story, the side yard shall be increased by five feet for each additional story; provided, however, that the side yard on the street side of a corner lot, that is not a reverse corner lot, need not be greater than five feet.

4. Garages and Carports. In order to provide sufficient driveway area for vehicle storage and safe vehicle movement, attached or detached garages and carports. shall be subject to following minimum yard requirements:

a. Front and corner side yards: twenty feet.

b. Interior side yard: five feet. Where construction exceeds one story in height, the side yard shall be increased by five feet for each additional story.

c. Rear yard: five feet. Where construction exceeds one story in height, the rear yard shall be increased by ten feet for each additional story.

d. Within new subdivisions, the following additional requirements apply regarding garage configuration and setback:



- i. Detached garages, rear-loaded garages, and side-loaded garages are preferred and should be used whenever possible.
- ii. Front-loaded garages, when used, shall be set back fifteen feet from the facade of the primary dwelling unit, unless an alternate setback distance is approved by the city manager or his designee.
- iii. For the purposes of this subsection, "frontloaded" means garages or carports taking vehicular access perpendicular to adjacent streets.
- e. Garage and carport design elements:
  - i. The architectural details of the street facing facade of any garage, such as window and door design and placement, trim details, and building materials shall be consistent with the features of the primary dwelling unit.
  - ii. Side-loaded garages shall be configured with at least twenty percent of the street facing facade consisting of windows or pedestrian entryway doors.
- G. Distances Between Structures. The minimum distance between a one-family residence and another building shall be ten feet.
- H. Building Height. No building or structure shall have a height greater than thirty-five feet except as required under Chapters 18.17 and 18.18.
- I. Signs. No sign or outdoor advertising structure of any character shall be permitted except as prescribed in Chapter 18.14.
- J. Off-Street Parking and Off-Street Loading. Off-street parking and off-street loading facilities shall be provided on the site for each use as prescribed in Chapter 18.13. (Ord. 522 § 1,2006; Ord. 514 § 8.2004; Ord. 437 § I (part). 1989)

ARTICLE 2. Section 18.08.050 of the Lindsay Municipal Code shall be amended to read as follows:

18.08.050 Property Development Standards

A. Fences, Walls and Hedges. Fences, walls and hedges shall be permitted in accordance with Section 18.06.050.

B. Site Area. The minimum site area shall be five thousand square feet.

C. Site Area per Dwelling Unit. The minimum site area per dwelling unit shall be as follows:

District	Area Per Unit
RM-MH8	5,000 sq. ft.
RM-3.0	3,000 sq. ft.
RM-2.0	2,500 sq. ft.
RM-1.5	1,500 sq. ft.

D. Frontage, Width and Depth of Site.

1. Each site, other than for a mobile home in a mobile home park, shall have not less than fifty feet of frontage on a public street, except that those sites which front on a cul-de-sac or loop-out street may have a frontage of not less than forty feet provided the width of the site, as measured along the front yard setback line, is at least sixty feet.
2. The minimum width of each site shall be fifty feet.

3. The minimum depth of each site, other than for a mobile home in a mobile home park, shall be eighty feet.

E. Coverage. The maximum site area covered by structures shall be as follows:

District	Coverage
RH-HH8	(Not applicable)
RM-3.0	50%
RM-2.0	60%
RM-1.5	70%

F. Yard Requirements.

1. Front Yard. The minimum front yard shall be fifteen feet, provided that the distance from the center line of a public street to the rear of the required front yard shall not be less than forty-five feet. Any fixed mechanical equipment shall not be located within the front yard.

2. Rear Yard. The minimum rear yard shall be ten feet. Accessory and garden structures less than seven feet in height may be located within any portion of a required rear yard. Accessory and garden structures greater than seven feet, and less than fifteen feet must be located a minimum of five feet from the rear property line. Where construction involves more than one story, including decks, balconies, accessory and garden structures and other related platforms with a floor level over five feet in height, the rear yard shall be increased by five feet for each additional story. Accessory and garden structures under seven feet in height may be located within any portion of the required rear yard; provided, that any mechanical equipment shall not be located closer than five feet from an adjoining property line.

3. Side Yards. The minimum side yard shall be five feet, subject to the following conditions and exceptions:

- a. On a reversed corner lot, the side yard adjoining the street shall be not less than one-half the required front yard of the adjoining key lot.
- b. Accessory and garden structures under seven feet in height may be located in any portion of a required side yard, subject to approval under Chapter 18.16; provided, that any mechanical equipment shall be located a minimum of five feet from a side property line adjoining an interior lot in an UR, RA, R or RM District.
- c. Where construction involves more than one story, the side yard shall be increased by five feet for each additional story; provided, however, that the side yard on the street side yard of a corner lot that is not a reversed corner lot need not be greater than five feet.
- d. A side yard providing access to more than one dwelling unit shall not be less than ten feet.
- e. Garages or carports shall be subject to the setback requirements of subsection 18.07.050F.

G. Distances Between Structures. The minimum distance between a dwelling unit and another structure shall be ten feet.

H. Building Height. No building or structure shall have a height greater than thirty-five feet, except as may be allowed under Chapters 18.17 and 18.18.

I. Signs. No sign or outdoor advertising structure of any character shall be permitted except as provided in Chapter 18.14.

J. Off-Street Parking and Off-Street Loading. Off-street parking and off-street loading facilities shall be provided on the site for each use as prescribed in Chapter 18.13. (Ord. 437 § 1 (part),

1989)

ARTICLE 3. The City Council declares that this ordinance is exempt from the California Environmental Quality Act (CEQA) because it is not a project pursuant to Section 15378 of the CEQA Guidelines.

ARTICLE 4: This ordinance shall be in full force and effect on or after the 30<sup>th</sup> day after its adoption by the City Council. Within 15 days after its adoption by the City Council, this Ordinance shall be published in full text or in summary in a newspaper of general circulation in the City of Lindsay.

APPROVED at a regular meeting of the City Council held on the 9th day of January 2018.

ATTEST:

CITY COUNCIL OF THE CITY OF LINDSAY

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Bret Harmon, City Clerk

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Pamela Kimball, Mayor

**In the Superior Court of the State of California  
In and for the County of Tulare**

**PUBLIC NOTICE**

**NOTICE OF PUBLIC HEARING TO CONSIDER REVISION OF SINGLE FAMILY AND MULTI-FAMILY PROPERTY DEVELOPMENT STANDARDS AND THE ADDITION OF SECTIONS 18.07.050 AND 18.08.050**

**Purpose of Hearing:** Revision of property development standards in the Single Family (R-1-7) and Multi-Family (RM-3) and the addition of sections 18.07.050 and 18.08.050 pertaining to accessory and garden structures.

**Public Comment Period:** Written comments on this proposed revisions and additions will be accepted until January 9, 2018. Written comments should reference the purpose of hearing and be mailed to:

City of Lindsay  
Planning and Economic Development Department  
P.O. Box 369  
Lindsay, CA 93247

Comments may also be faxed to (559) 562-7139 or e-mailed to bspaunhurst@lindsay.ca.us. Interested persons are invited to attend the public hearing and provide comments on the proposed revision as well.

**Public Hearing Schedule:** A public hearing shall be held before the Lindsay City Council on Tuesday, January 9, 2018 at 6 p.m. in the City Hall Council Chambers, at 251 E. Honolulu Street, Lindsay, California.

**Proposed Addition Description:** The proposed revision of property development standards and addition of sections 18.07.050 and 18.08.050 will allow accessory and garden structures to be constructed with a finish height of up to thirteen feet.

**Potential Significant Impacts on the Environment:** CEQA, Article 19, Section §15378 lists the proposed addition as Categorical Exempt. A draft notice of exemption has been prepared and is available for review at the City of Lindsay Planning and Economic Development Department, 150 N. Mirage Avenue, Lindsay, California, between the hours of 8 a.m. and 5 p.m. on business days.  
Date: December 18, 2017

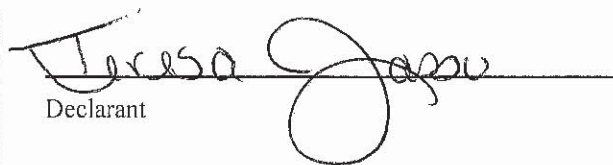
Date Published: December 21, 2017  
Brian Spaunhurst  
Assistant City Planner  
00072026  
Dec 21 1-t

State of California                    SS.

County of Tulare

Declarant says:

That at all times herein mentioned Declarant is and was a resident of said County of Tulare, over the age of twenty-one years; not a party to nor interested in the within matter; that Declarant is now and was at all times herein mentioned the Principal Clerk of the Porterville Recorder, a daily newspaper, which said newspaper was adjudged a newspaper of general circulation on October 15, 1951, by Superior Court Order No. 42369 as entered in Book 57 Page 384 of said Court; and that said newspaper is printed and published every day except Sunday published LEGAL NOTICE TO PUBLIC NOTICE in said newspaper Dec 21, 2017 and that such publication was made in the regular issues of said paper (and not in any supplemental edition or extra there of). I declare under penalty of perjury that the forgoing is true and correct. Executed Dec 21, 2017 at Porterville, California.

  
Declarant



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 9, 2018  
AGENDA #: 7  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

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### AGENDA ITEM

TITLE	Second Reading of Ordinance No. 561
ACTION	Amend Municipal Code Section 18.10.050.D to add “Sports Complex” and “Sports Facilities” as Conditional Uses within the Highway Commercial (CH) zoning district.
PURPOSE	Discretionary Action, Second Reading of Ordinance
COUNCIL OBJECTIVE(S)	Nurture attractive residential neighborhoods and business districts. Stimulate, attract and retain local businesses. Advance economic diversity.

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### RECOMMENDATION

Staff recommends approval of the Second Reading of Ordinance No. 561

### BACKGROUND | ANALYSIS

Ordinance No. 561 is a request by D. Bruce Orsborn & Gordon Orsborn to amend section 18.10.050.D of the Lindsay Municipal Code to add “Sports Complex” and “Sports Facilities” as Conditional Uses within the Highway Commercial (CH) zoning district. The proposed amendment reads as follows:

#### Proposed Amendment

- Proposed deleted text is shown in ~~strikethrough~~ text.
  - Proposed new text is shown in *underline italic* text.
  - Commentary (not part of the proposed ordinance, but provided for explanation and background/rationale purposes) is shown in ***highlighted italic*** text.
-



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 9, 2018  
AGENDA #: 7  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

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### Chapter 18.10

#### C COMMERCIAL DISTRICTS

##### Sections:

- 18.10.010 Purpose and application.**
- 18.10.020 CN neighborhood commercial district.**
- 18.10.030 CC central commercial district.**
- 18.10.040 CS service commercial district.**
- 18.10.050 CH highway commercial district.**
- 18.10.060 C required conditions.**
- 18.10.070 C property development standards.**
- 18.10.080 C project review requirements.**
- 18.10.090 C general provisions and exceptions.**

*No changes are proposed for the Chapter 18.10 C COMMERCIAL DISTRICTS Table of Contents. It is provided here for reference only.*

#### **18.10.050 CH highway commercial district.**

D. Conditional Uses – City Council Approval.

Bars, cocktail lounges and nightclubs;

Drive-in theaters, golf driving ranges, pony riding rings, race tracks, riding stables, skating rinks, sports arenas and sports stadiums, and other similar, open, unenclosed commercial recreation facilities;

Mini-storage facilities;

Overnight parking for recreational vehicles;

Service stations involving the dispensing of petroleum gasoline fuels for use by the traveling public;

*Sports complex, sports facilities, and other similar regional recreation facilities;*

Modest expansion or remodeling of an existing non-conforming use of a structure or land, up to fifty percent or less of the assessed value of the structure, or reestablishment of a

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## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 9, 2018  
AGENDA #: 7  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

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nonconforming use which has been damaged, except nonconforming signs and outdoor advertising structures, nonconforming uses occupying a structure with an assessed valuation of less than one hundred dollars and nonconforming fences, walls and hedges;

Expansion, remodeling, or additions to a conditional use that are not considered an incidental accessory use as defined in Chapter 18.24.

Other uses which are added to this list according to the procedure in Chapter 18.15. (Ord. 492 § 1, 1998; Ord. 486 §§ 6, 7, 1997; Ord. 437 § 1 (part), 1989)

*The proposed amendment would add "Sports complex, sports facilities, and other similar regional recreation facilities" in the highway commercial (CH) district listing of uses requiring City Council approval in its appropriate alphabetical location within the list.*

### ALTERNATIVES

- Approve with modification
- Direct staff to provide additional information
- Deny request

### BENEFIT TO OR IMPACT ON CITY RESOURCES

Benefits include potentially developing additional regional sports facilities and uses that can generate new regional attraction to existing Lindsay businesses which in turn will generate increased tax revenue for the City.

Potential impacts to City Resources include developing additional regional sports facilities and uses that tap into existing regional attraction leading to an overall shortage of business opportunities for the new and existing regional sports facilities, which in turn may lead to failure for one or both facilities.

### ENVIRONMENTAL REVIEW

The proposed addition is exempt from the California Environmental Quality Act (CEQA) as it is not a project pursuant to Section 15378 of the CEQA Guidelines.

### POLICY ISSUES

None

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## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 9, 2018  
AGENDA #: 7  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, [BSPAUNHURST@LINDSAY.CA.US](mailto:BSPAUNHURST@LINDSAY.CA.US)

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### *PUBLIC OUTREACH*

The second reading of a proposed ordinance does not require a public hearing and therefore does not require a public hearing notice. All outreach is limited to the posting of the City Council Agenda for this meeting.

### *ATTACHMENTS*

- Ordinance No. 561



**ORDINANCE NO. 561**  
**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LINDSAY**  
**AMENDING CHAPTER 18.10 OF THE LINDSAY MUNICIPAL CODE**  
**PERTAINING TO ADDING NEW USES TO THE CONDITIONAL USE LISTING.**

**THE CITY COUNCIL OF THE CITY OF LINDSAY DOES ORDAIN AS FOLLOWS:**

ARTICLE 1: Section 18.10.050 of the Lindsay Municipal Code shall be amended to read as follows:

18.10.050 CH highway commercial district.

D. Conditional Uses – City Council Approval.

Bars, cocktail lounges and nightclubs;

Drive-in theaters, golf driving ranges, pony riding rings, race tracks, riding stables, skating rinks, sports arenas and sports stadiums, and other similar, open, unenclosed commercial recreation facilities;

Mini-storage facilities;

Overnight parking for recreational vehicles;

Service stations involving the dispensing of petroleum gasoline fuels for use by the traveling public;

Sports complex, sports facilities, and other similar regional recreation facilities;

Modest expansion or remodeling of an existing non-conforming use of a structure or land, up to fifty percent or less of the assessed value of the structure, or reestablishment of a nonconforming use which has been damaged, except nonconforming signs and outdoor advertising structures, nonconforming uses occupying a structure with an assessed valuation of less than one hundred dollars and nonconforming fences, walls and hedges;

Expansion, remodeling, or additions to a conditional use that are not considered an incidental accessory use as defined in Chapter 18.24.

Other uses which are added to this list according to the procedure in Chapter 18.15. (Ord. 492 § 1, 1998; Ord. 486 §§ 6, 7, 1997; Ord. 437 § 1 (part), 1989)

ARTICLE 2. The City Council declares that this ordinance is exempt from the California Environmental Quality Act (CEQA) because it is not a project pursuant to Section 15378 of the CEQA Guidelines.

ARTICLE 3: This ordinance shall be in full force and effect on or after the 30<sup>th</sup> day after its adoption by the City Council. Within 15 days after its adoption by the City Council, this Ordinance shall be published in full text or in summary in a newspaper of general circulation in the City of Lindsay.

The foregoing ordinance, read by title only with waiving of the reading in full was introduced at a regularly scheduled meeting on the 12th day of December 2017.

PASSED, APPROVED AND ADOPTED at a regular meeting of the City Council held on the 9th day of January, 2018.

ATTEST:

CITY COUNCIL OF THE CITY OF LINDSAY

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Bret Harmon, City Clerk

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Pamela Kimball, Mayor

# Advertising Invoice

## Porterville Recorder

P.O. Box 151  
Porterville, CA 93258

Phone: 559-784-5000

Fax: 559-784-1172

URL: portervillerecorder.com

1

CITY OF LINDSAY-LEGALS - ATT:  
P.O. BOX 369  
LINDSAY CA 93247

*maria  
knutson*

**Cust #:** 03100798

**Phone:** (559)562-5927

**Date:** 12/02/2017

**Due Date:** 12/22/2017

**Invoice #:** 758447

**Salesperson:** Ad Taker: JH

Ad#	Text	Start	Stop	Ins.	Amount	Prepaid	Due
00071941	PUBLIC NOTICE NOTICE O	12/02/2017	12/02/2017	1	152.96	0.00	152.96

Please return a copy with payment

**Total Due**

**152.96**

**In the Superior Court of the State of California  
In and for the County of Tulare**

**PUBLIC NOTICE**

**NOTICE OF PUBLIC HEARING TO CONSIDER ADDITION TO HIGHWAY COMMERCIAL CONDITIONAL USES LIST**

**Purpose of Hearing:** Addition of Sports Centers, and Sports Complexes to the Highway Commercial Conditional Uses list.

**Public Comment Period:** Written comments on this proposed addition will be accepted until December 12, 2017. Written comments should reference the purpose of hearing and be mailed to:

City of Lindsay  
Planning and Economic Development Department  
P.O. Box 369  
Lindsay, CA 93247

Comments may also be faxed to (559) 562-7139 or e-mailed to bspaunhurst@lindsay.ca.us. Interested persons are invited to attend the public hearing and provide comments on the proposed project as well.

**Public Hearing Schedule:** A public hearing shall be held before the Lindsay City Council on Tuesday, December 12, 2017 at 6 p.m. in the City Hall Council Chambers, at 251 E. Honolulu Street, Lindsay, California.

**Proposed Addition Description:** The proposed addition to the list of Conditional Uses will include Sports Centers and Sports Complexes. By being added to the list of Conditional Uses, applications for these projects can be reviewed and conditions of approval can be made.

**Potential Significant Impacts on the Environment:** CEQA, Article 19, Section §15378 lists the proposed addition as Categorical Exempt. A draft notice of exemption has been prepared and is available for review at the City

of Lindsay Planning and Economic Development Department, 150 N. Mirage Avenue, Lindsay, California, between the hours of 8 a.m. and 5 p.m. on business days.

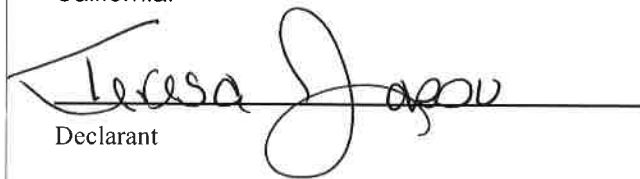
Date: November 30, 2017  
Date Published: December 2, 2017  
Brian Spaunhurst  
Assistant City Planner  
00071941  
Dec 2 1-t

State of California                      SS.

County of Tulare

Declarant says:

That at all times herein mentioned Declarant is and was a resident of said County of Tulare, over the age of twenty-one years; not a party to nor interested in the within matter; that Declarant is now and was at all times herein mentioned the Principal Clerk of the Porterville Recorder, a daily newspaper, which said newspaper was adjudged a newspaper of general circulation on October 15, 1951, by Superior Court Order No. 42369 as entered in Book 57 Page 384 of said Court; and that said newspaper is printed and published every day except Sunday published LEGAL NOTICE TO PUBLIC NOTICE in said newspaper Dec 2, 2017 and that such publication was made in the regular issues of said paper (and not in any supplemental edition or extra there of). I declare under penalty of perjury that the forgoing is true and correct. Executed Dec 2, 2017 at Porterville, California.

  
Declarant



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 9, 2018  
AGENDA #: 8  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

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### AGENDA ITEM

TITLE	Acceptance of Dedication of Real Property (Macias)
ACTION	Resolution 18-02 Acceptance of a dedication to right-of-way that would result in a width of 28 feet north of the centerline of Fresno street as required per TPM 16-16 and Resolution 17-14
PURPOSE	Statutory/Contractual Requirement
COUNCIL OBJECTIVE(S)	Nurture attractive residential neighborhoods and business districts. Dedicate resources to retain a friendly, small-town atmosphere. Yield a fiscally self-reliant city government while providing effective, basic municipal services.

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### RECOMMENDATION

Staff recommends approval.

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### BACKGROUND | ANALYSIS

Mr. Macias received approval of tentative parcel map (TPM) 16-16 via resolution 17-14 on April 25, 2017. Both TPM 16-16 and resolution 17-14 are attached hereto for reference. Section 2 of the resolution requires that a dedication of right of way provides a width of 28 feet north of the centerline of Fresno Street. Mr. Macias' dedication of eight feet of real property from APN: 199-070-030 would satisfy this condition.

### ALTERNATIVES

- None

### BENEFIT TO OR IMPACT ON CITY RESOURCES

Benefits include increased right-of-way to ensure proper widths for vehicular and pedestrian pathways are maintained.

No impacts are anticipated at this time.

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## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 9, 2018  
AGENDA #: 8  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

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### *ENVIRONMENTAL REVIEW*

The proposed dedication is exempt from the California Environmental Quality Act (CEQA) as it is not a project pursuant to Section 15378 of the CEQA Guidelines.

### *POLICY ISSUES*

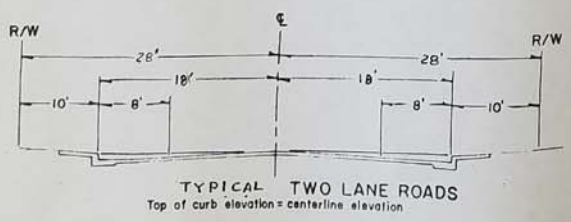
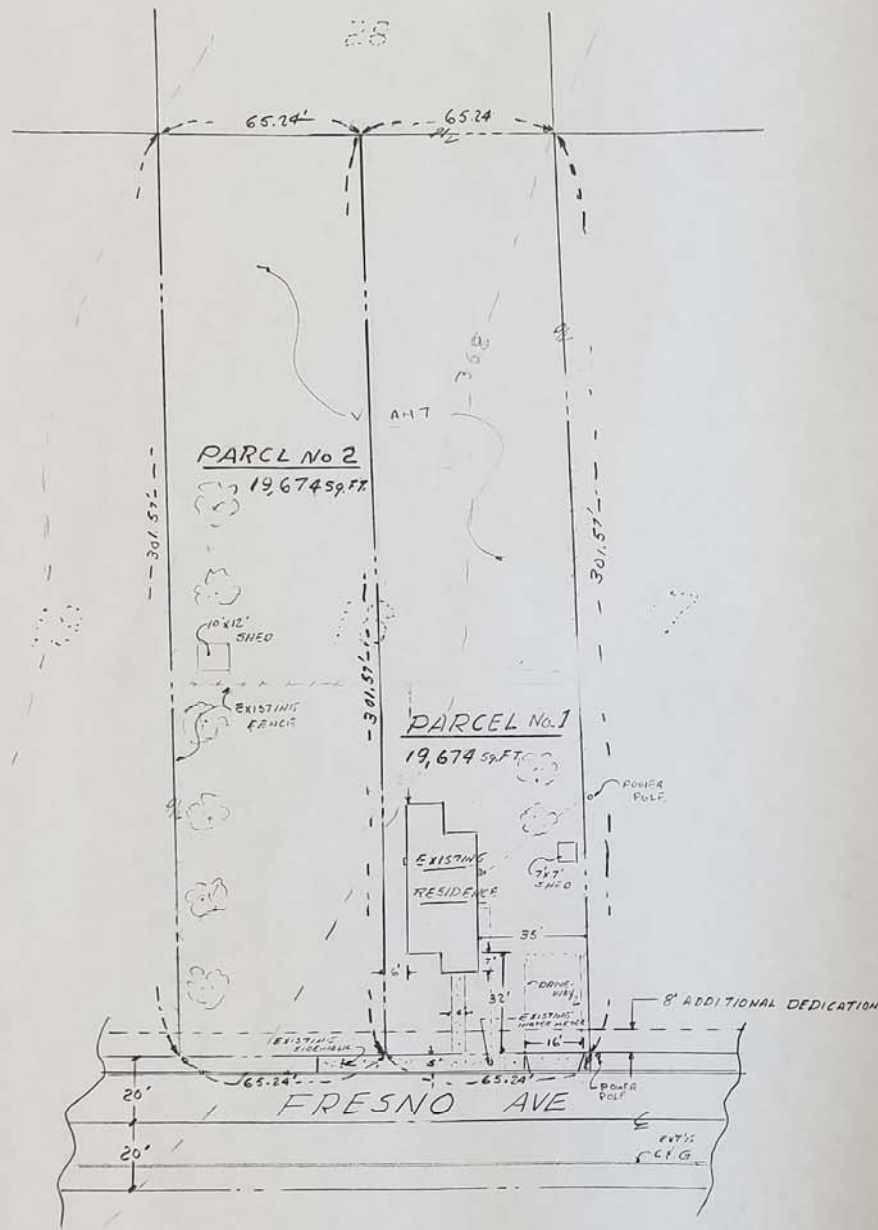
None

### *PUBLIC OUTREACH*

None

### *ATTACHMENTS*

- TPM 16-16
- Resolution 17-14
- Draft Resolution 18-01



**TENTATIVE PARCEL MAP 16-16**

IN THE CITY OF LINDSAY COUNTY OF TULARE, STATE OF CALIFORNIA

BEING A DIVISION OF LOT 18 BLOCK 61, OF THE CITY OF LINDSAY PER MAP RECORDED IN BOOK 17, PAGE 57 OF MAPS, TULARE COUNTY RECORDS. LOCATED IN PORTION OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 12 OF TOWNSHIP 20 SOUTH, RANGE 26 EAST, MOUNT DIABLO BASE AND MERIDIAN IN THE CITY OF LINDSAY, COUNTY OF TULARE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

**LEGAL OWNER**  
 ANDRONICO & LINDA MACIAS  
 P.O. BOX 5005  
 LINDSAY, CA 93247 PH. (559) 333-7298

**CONSULTANT**  
 J FRANK GOMEZ CONSULTANT  
 452 BATES AVENUE  
 DINUBA, CA 93618 PH. (559) 591-3550

DATE: APRIL 9, 2016

WE HEREBY APPLY FOR THE DIVISION OF LAND SHOWN ON THIS PLAN AND CERTIFY THAT WE ARE THE LEGAL OWNERS OF SAID PROPERTY, AND THAT THE INFORMATION SHOWN HEREIN IS TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE AND BELIEF.

*Andronico Macias*  
 ANDRONICO MACIAS

*Linda Macias*  
 LINDA MACIAS

PARCEL NO.	1	2
PROPOSED USE	RES	RES
PRESENTED USE	RES	VACANT
ZONING	R-1-7	R-1-7
WATER	CITY OF LINDSAY	CITY OF LINDSAY
SEWER	CITY OF LINDSAY	CITY OF LINDSAY
FLOOD ZONE	"X"	"X"
ASSESSORS PARCEL NO.	199-070-030	

- NOTES:
1. THE OWNER INTENDS TO RETAIN THE PARCELS AT THIS TIME.
  2. NO IMPROVEMENTS OR PUBLIC FACILITIES ARE PROPOSED AT THIS TIME. IMPROVEMENTS FOR SIDE WALKS TO BE INSTALLED AND PROVISION FOR WATER AND SEWAGE WILL BE MADE AT TIME OF BUILDING PERMITS.
  3. AN EXCEPTION TO THE WIDTH TO LENGTH RATIO FOR THE PROPOSED PARCEL NO. 2 IS REQUESTED.



VICINITY MAP N.T.S.

**RESOLUTION NO. 17-14**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINDSAY APPROVING TENTATIVE PARCEL MAP NO. 16-16, A REQUEST BY ANDRONICO MACIAS, P.O. BOX 5005, LINDSAY CA 93247, TO DIVIDE ONE PARCEL INTO TWO PARCELS, FOR PROPERTY LOCATED AT 909 FRESNO STREET (APN: 199-070-030).**

At a regularly scheduled meeting of the City Council of the City of Lindsay, held April 25, 2017, 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,** Tentative Parcel Map No. 16-16 was filed pursuant to the regulations contained in City of Lindsay Zoning Ordinance (Municipal Code Title 18) and Subdivision Ordinance (Municipal Code Title 17).

**WHEREAS,** the City Council of the City of Lindsay, did hold a public meeting before said Council on April 25, 2017; and

**WHEREAS,** planning staff has prepared necessary investigations and prepared a staff report of information bearing upon the tentative parcel map application; and

**WHEREAS,** the project is categorically exempt from further environmental review, as a minor land division, under CEQA Article 19, Section 15315.

**NOW, THEREFORE, BE IT FURTHER RESOLVED,** that the City Council of the City of Lindsay finds that the proposed tentative parcel map application is consistent with the provisions of the City of Lindsay Zoning Ordinance (Municipal Code Title 18) and Subdivision Ordinance (Municipal Code Title 17).

**BE IT FURTHER RESOLVED,** that that the City Council of the City of Lindsay hereby approves Tentative Parcel Map Application No. 16-16, subject to the following conditions:

**SECTION 1.** That the final map be in substantial compliance with the proposed tentative map and all applicable Lindsay Development Standards. The final map shall be developed in compliance with the specific conditions listed in the following sections.

**SECTION 2.** That a dedication of Right of Way shall provide a width of 28 feet north of the centerline of Fresno Street.

**SECTION 3.** Than an exception to Section 17.28.040.G is hereby granted, allowing the overall lot depth of the parcels to exceed double the width of the same parcels.

**SECTION 4.** That City standard curb, gutter, sidewalk, and drive approaches shall be installed to the satisfaction of the Director of City Services.

**SECTION 5.** That separate utilities, as required, shall be provided to each parcel.

**SECTION 6.** That the final map shall provide and show all required utility easements.



**SECTION 7.** That all required fees and sureties (plan checks, inspections, development fees, agreements, etc.) shall be paid and/or secured by the subdivider in the amounts, at the times and in the manner prescribed by municipal codes, ordinances and policies of the City of Lindsay.

**SECTION 8.** That the tentative parcel map shall expire 24 months from the date of approval, unless a final map is recorded. The tentative map may be extended subject to the time extension provisions of the Subdivision Map Act in effect at the time of application for a time extension. The City shall not require a time extension increment of less than the allowed time extension period in effect as of the date of approval.

**SECTION 9.** That the subdivider shall pay all applicable city fees.

**SECTION 10.** That all other city codes and ordinances shall apply.

**PASSED, APPROVED AND ADOPTED** by the City Council of the City of Lindsay this 25th day of April, 2017.

ATTEST:

CITY COUNCIL OF THE CITY OF LINDSAY

\_\_\_\_\_  
Carmela Wilson, City Clerk

\_\_\_\_\_  
Pamela Kimball, Mayor

**RESOLUTION NO. 18-02**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINDSAY AUTHORIZING THE ACCEPTANCE OF REAL PROPERTY FOR RIGHT OF WAY PURPOSES (THE SOUTH EIGHT FEET OF LOT XX IN BLOCK 61 OF THE CITY OF LINDSAY)**

At a regularly scheduled meeting of the City Council of the City of Lindsay, held January 9, 2018, at the hour of 6:00 p.m. in the Council Chambers of City Hall, Lindsay, California 93247, the following resolution was adopted:

**THAT WHEREAS**, J. Raudel Macias has offered for dedication via Grant Deed the south eight (8) feet of Lot 18 in Block 61 of the City of Lindsay for Right of Way purposes along Fresno Street per Section 2 of City of Lindsay Resolution 17-14; and

**WHEREAS**, Planning Staff has prepared necessary investigations and prepared a staff memorandum of information bearing upon the dedication of real property; and

**WHEREAS**, said dedication of real property from the Mr. Macias to the City of Lindsay is in compliance with local and state requirements; and

**WHEREAS**, said dedication is categorically exempt from the California Environmental Quality Act as the minor alteration in land use limitations.

**NOW, THEREFORE, BE IT RESOLVED**, that said dedication is exempt from further environmental review pursuant to CEQA Section §15305.

**NOW, THEREFORE BE IT FURTHER RESOLVED**, that the City Council of the City of Lindsay, hereby authorizes the acceptance of real property by Grant Deed.

**NOW THEREFORE BE IT FURTHER RESOLVED**, that said Grant Deed shall convey all of its right, title and interest in and to all that piece or parcel of land situated in the City of Lindsay, County of Tulare, State of California, described as follows:

**A portion of land located in the Northeast Quarter of the Northeast Quarter of Section 12, Township 20 South, Range 26 East, Mount Diablo Base and Meridian, in the County of Tulare, State of California, more particularly described as follows:**

**The South 8 feet of Lot 18 in Block 61 of the City of Lindsay, in the County of Tulare, State of California, as per Map recorded in Book 17, Page 57 of Maps, in the office of the County Recorder of said county.**

**BE IT FURTHER RESOLVED**, that the City Clerk is hereby authorized to execute the certificate of acceptance for said real property, with said Grant Deed to be recorded in the office of the Tulare County Recorder.

**PASSED AND ADOPTED** by the City Council of the City of Lindsay this 9th day of January, 2018.

ATTEST:  
LINDSAY

CITY COUNCIL OF THE CITY OF

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Bret Harmon, City Clerk

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Pamela Kimball, Mayor



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 9, 2018  
AGENDA #: 9  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

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### *AGENDA ITEM*

TITLE	Final Parcel Map Approval of TPM 16-16 (Macias)
ACTION	Minute Order Approval
PURPOSE	Discretionary Action
COUNCIL OBJECTIVE(S)	Increase our keen sense of identity in a physically connected and involved community. Nurture attractive residential neighborhoods and business districts.

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### *RECOMMENDATION*

Staff recommends minute order approval.

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### *BACKGROUND | ANALYSIS*

Andronico Macias requests Final Map approval for Tentative Parcel Map (TPM) No. 16-16, which divided one parcel, totaling 0.9 acres into two parcels of equal size for property located at 909 Fresno Street (APN: 199-070-030) and provided required dedications and easements. Staff has completed all required investigations and has verified that the Final Parcel Map is in compliance with the conditions of approval listed in resolution 17-14, dated April 25, 2017, and resolution 18-01, dated January 9, 2018. Staff requests minute order approval of the Final Parcel Map for TPM 16-16.

### *ALTERNATIVES*

- Deny request

### *BENEFIT TO OR IMPACT ON CITY RESOURCES*

Benefits include the creation of a new lot and development of a single-family home on an area that may not otherwise have been developed under a single lot.

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## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 9, 2018  
AGENDA #: 9  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

---

Impacts include additional staff time and resources needed to install, and maintain water, sewer, and garbage services. As this site is already surrounded by urban developments, these impacts are considered negligible.

### *ENVIRONMENTAL REVIEW*

Per Article 19, Section 15315, Minor Land Divisions are categorically exempt from CEQA. A draft notice of exemption is on file in the Planning Department, located at 151 N. Mirage, Lindsay, CA 93247.

### *POLICY ISSUES*

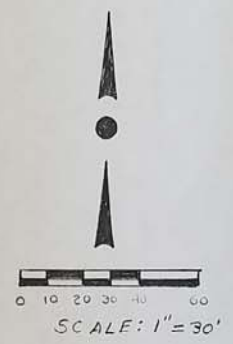
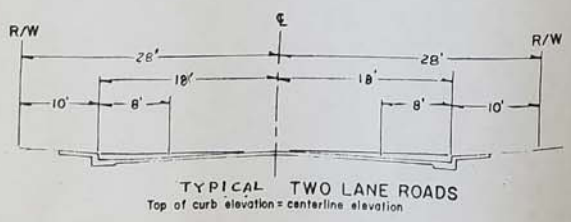
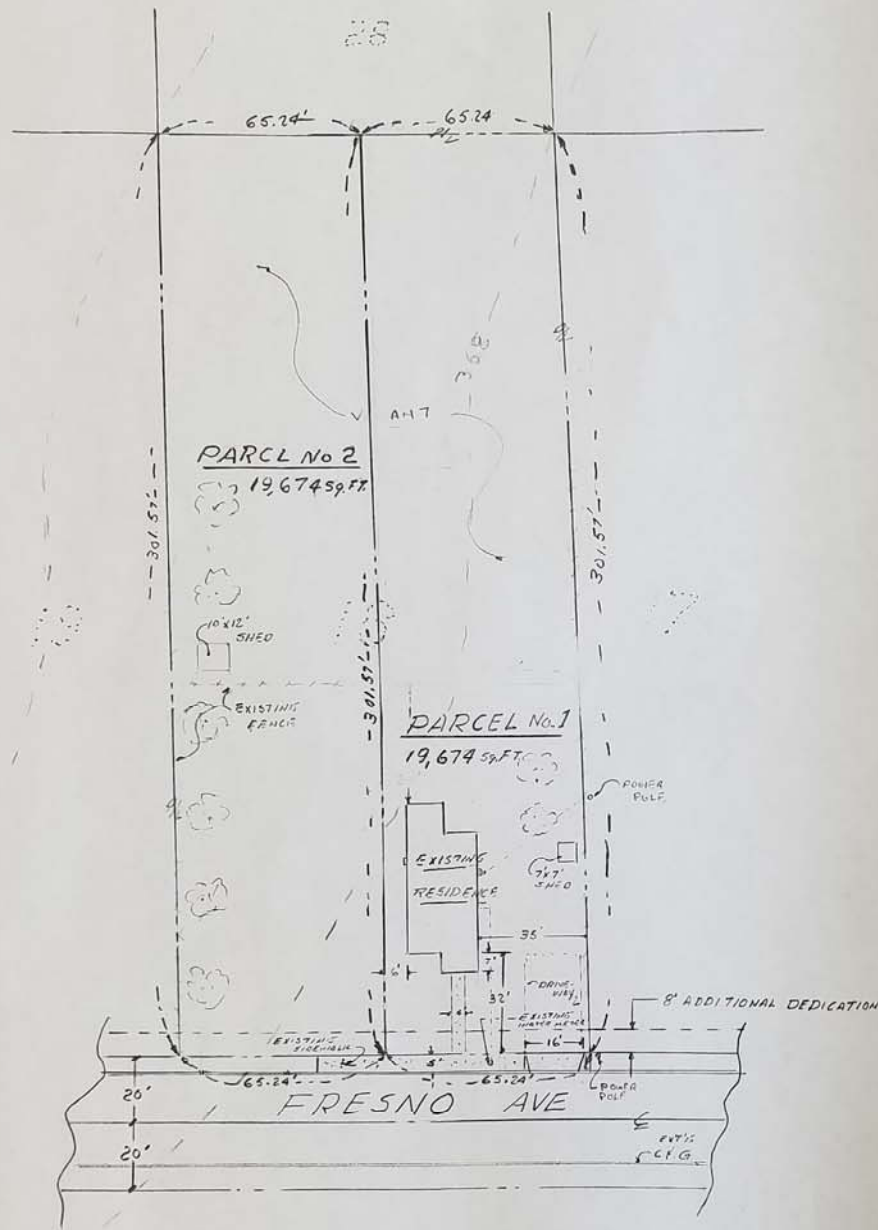
None

### *PUBLIC OUTREACH*

POSTED IN THIS AGENDA

### *ATTACHMENTS*

- TPM 16-16



**TENTATIVE PARCEL MAP 16-16**

IN THE CITY OF LINDSAY COUNTY OF TULARE, STATE OF CALIFORNIA

BEING A DIVISION OF LOT 18 BLOCK 61, OF THE CITY OF LINDSAY PER MAP RECORDED IN BOOK 17, PAGE 57 OF MAPS, TULARE COUNTY RECORDS. LOCATED IN PORTION OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 12 OF TOWNSHIP 20 SOUTH, RANGE 26 EAST, MOUNT DIABLO BASE AND MERIDIAN IN THE CITY OF LINDSAY, COUNTY OF TULARE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

**LEGAL OWNER**  
ANDRONICO & LINDA MACIAS  
P.O. BOX 5005  
LINDSAY, CA 93247 PH. (559) 333-7298

**CONSULTANT**  
J FRANK GOMEZ CONSULTANT  
452 BATES AVENUE  
DINUBA, CA 93618 PH. (559) 591-3550

DATE: APRIL 9, 2016

WE HEREBY APPLY FOR THE DIVISION OF LAND SHOWN ON THIS PLAN AND CERTIFY THAT WE ARE THE LEGAL OWNERS OF SAID PROPERTY, AND THAT THE INFORMATION SHOWN HEREIN IS TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE AND BELIEF.

*Andronico Macias*  
ANDRONICO MACIAS

*Linda Macias*  
LINDA MACIAS

PARCEL NO.	1	2
PROPOSED USE	RES	RES
PRESENTED USE	RES	VACANT
ZONING	R-1-7	R-1-7
WATER	CITY OF LINDSAY	CITY OF LINDSAY
SEWER	CITY OF LINDSAY	CITY OF LINDSAY
FLOOD ZONE	"X"	"X"
ASSESSORS PARCEL NO.	199-070-030	

- NOTES:
1. THE OWNER INTENDS TO RETAIN THE PARCELS AT THIS TIME.
  2. NO IMPROVEMENTS OR PUBLIC FACILITIES ARE PROPOSED AT THIS TIME. IMPROVEMENTS FOR SIDE WALKS TO BE INSTALLED AND PROVISION FOR WATER AND SEWAGE WILL BE MADE AT TIME OF BUILDING PERMITS.
  3. AN EXCEPTION TO THE WIDTH TO LENGTH RATIO FOR THE PROPOSED PARCEL NO. 2 IS REQUESTED.



VICINITY MAP N.T.S.



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: January 9, 2018  
AGENDA #: 10  
STAFF: Michael Camarena, Director of City Services

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### AGENDA ITEM

<i>TITLE</i>	Conversion of Existing Southern California Edison Streetlights to LED
<i>ACTION</i>	Authorization to Execute Agreement with Southern California Edison
<i>PURPOSE</i>	<i>Statutory/Contractual Requirement</i> <i>Discretionary Action</i>
<i>COUNCIL OBJECTIVE(S)</i>	Live in a safe, clean, comfortable and healthy environment. Nurture attractive residential neighborhoods and business districts. Dedicate resources to retain a friendly, small-town atmosphere. Stimulate, attract and retain local businesses. Yield a fiscally self-reliant city government while providing effective, basic municipal services.

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### RECOMMENDATION

Staff recommends Council Authorize City Manager, to execute Schedule LS-1. Option E, Energy Efficiency- Light Emitting Diode (LED) Fixture Replacement

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### BACKGROUND | ANALYSIS

The City currently has a network of 574 street lights owned and maintained by Southern California Edison (SCE). The size (wattage) of these lights range from 70 watt to 250 watt with the majority at 70 watts (434) and 150 watt (102).

SCE has presented the opportunity to transition this streetlight network from high pressure sodium (HPS) to light emitting diode (LED). Introduced circa 1970, High-Pressure Sodium (HPS) lights were a popular street lighting solution. Despite their widespread usage, however, HPS lamps display numerous deficiencies, especially now when compared with newer lighting technologies. Color limitations (HPS is referred to as amber, or yellow lighting), limited visibility and lumen depreciation (loss of brightness) are a few weaknesses noted. LED technology has progressed significantly in the past few years. While the technology has been in use for some time, hardware costs has prohibited large scale transition to LED fixtures or bulbs.

SCE has now proposed to convert all existing HPS lighting to LED. The City would be responsible for the cost of conversion however, SCE has prepared an agreement to allow the City to repay the cost of conversion over a 20-year period. Even with this cost spread out over the 20-year period, SCE has

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## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: January 9, 2018  
AGENDA #: 10  
STAFF: Michael Camarena, Director of City Services

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estimated an annual savings of \$2,500 (there are factors like time of use, rate structure over the period of agreement and expansion of lighting network that will affect this annual saving estimate). At the end of the 20-year agreement, it is estimated that our annual savings could reach \$12,000.

Some positive attributes of LED lighting include providing a more natural (white) light for increased visibility and safety, high energy efficiency (30 watt LED light is similar to an 80 watt HPS), increased bulb life cycle (as much as 5 times longer).

A parallel benefit to the City will be once the project is programmed, the City will increase one tier level in the Energy Leader Model of SCE. This status will allow opportunities with SCE and the VIEW Partnership for future programs. Our new status will be Gold Level.

Timing for the street light conversion, if approved and subsequently submitted to and processed by SCE is anticipated to begin in 2019.

### *ALTERNATIVES*

- Council Authorize City Manager to execute Schedule LS-1. Option E, Energy Efficiency- Light Emitting Diode (LED) Fixture Replacement for the City of Lindsay.
- Do not Authorize City Manager to execute Schedule LS-1.
- Provide direction to staff.

### *BENEFIT TO OR IMPACT ON CITY RESOURCES*

Cost savings on electrical cost to operate SCE owned street lighting.

### *ENVIRONMENTAL REVIEW*

None

### *POLICY ISSUES*

None

### *PUBLIC OUTREACH*

Posted in this agenda

### *ATTACHMENTS*

- Schedule LS-1. Option E, Energy Efficiency- Light Emitting Diode (LED) Fixture Replacement Rate Agreement
-





Southern California Edison  
Rosemead, California (U 338-E)

Original  
Cancelling

Cal. PUC Sheet No. 57074-E  
Cal. PUC Sheet No.

Sheet 1

SCHEDULE LS-1 OPTION E,  
ENERGY EFFICIENCY-LIGHT EMITTING DIODE (LED) FIXTURE REPLACEMENT  
RATE AGREEMENT

Form 14-965

(To be inserted by utility)

Advice 3241-E

Decision 14-10-046

Issued by

R.O. Nichols

Senior Vice President

(To be inserted by Cal. PUC)

Date Filed Jun 30, 2015

Effective Jun 1, 2016

Resolution \_\_\_\_\_

**SOUTHERN CALIFORNIA EDISON COMPANY**  
**SCHEDULE LS-1 OPTION E, ENERGY EFFICIENCY-LIGHT EMITTING DIODE (LED)**  
**FIXTURE REPLACEMENT RATE AGREEMENT**

This Schedule LS-1 Option E, Energy Efficiency-Light Emitting Diode (LED) Fixture Replacement Rate Agreement (Agreement), effective this \_\_\_\_\_ day of \_\_\_\_\_,

\_\_\_\_\_ (Effective Date), is entered into between Southern California Edison Company (SCE) and The City of Lindsay an SCE customer taking service on Schedule LS-1 (Applicant), referred to collectively as "Parties," and individually as "Party." This Agreement provides for SCE, at Applicant's request, to replace the existing street lighting fixtures serving Applicant's premises with Light Emitting Diode (LED) street lighting fixtures to achieve energy efficiency benefits for Applicant, as set forth in Special Condition 14, Option E, Energy Efficiency-Light Emitting Diode (LED) Fixture Replacement, of Schedule LS-1.

The Parties agree as follows:

**1. LED FIXTURES**

SCE shall install, own, operate, and maintain LED Fixtures for Applicant as set forth in Exhibit "A" attached hereto and incorporated herein by this reference. The LED Fixtures provided hereunder shall at all times remain the property of SCE.

**2. LED FIXTURE REPLACEMENT COSTS**

- 2.1 The replacement costs of the LED Fixtures provided hereunder shall be borne by Applicant.
- 2.2 Applicant shall pay the charge for the LED Fixtures Replacement rate, which includes an Energy Efficiency Premium Charge (EEPC) and a Base LED Charge, under Option E of Schedule LS-1. Applicant elects Option E in lieu of an upfront, one-time payment of the replacement costs.
- 2.3 SCE does not guarantee that any energy or bill savings will accrue to Applicant as a result of the LED Fixture replacements.

**3. COMMENCEMENT OF SERVICE**

The Parties agree that SCE has the right to charge Applicant, and Applicant has an obligation to pay SCE, for the charges set forth in Schedule LS-1, Option E, commencing on the date SCE begins serving the LED Fixtures installed pursuant to this Agreement.

**4. TERM AND TERMINATION**

- 4.1 This Agreement shall be effective as of the Effective Date and shall continue for a term of twenty (20) years from the commencement of service as specified in Section 3 above (Term).
- 4.2 Applicant may terminate this Agreement at any time during the Term upon a thirty (30) - day advance written notice, provided that Applicant, prior to or within the 30-day advance notice period, assigns the Agreement to any New Party In (NPI) that owns, rents or leases the premises served by the street lighting fixtures replaced under this Agreement and will take service under Option E of Schedule LS-1 effective as of the date of termination; *otherwise*, Applicant shall pay a one-time termination charge equal to the present value of the balance of the EEPC of Option E over the remaining Term. The present value is determined based on SCE's authorized rate of return on rate base, or discounted rate of 7.90%.

**SOUTHERN CALIFORNIA EDISON COMPANY  
SCHEDULE LS-1 OPTION E, ENERGY EFFICIENCY-LIGHT EMITTING DIODE (LED)  
FIXTURE REPLACEMENT RATE AGREEMENT**

**5. AMENDMENTS; ASSIGNMENTS**

- 5.1 Any changes or amendments to this Agreement must be in writing and must be executed by the Applicant and SCE and, if required, be approved by the California Public Utilities Commission (Commission).
- 5.2 Applicant shall not assign this Agreement without the prior written consent of SCE; provided, however, that Applicant may assign the Agreement pursuant to the terms and conditions of Section 4.2 above, and the NPI must assume all rights and obligations under this Agreement for the remaining Term. Any assignment and assumption shall be in a form acceptable to SCE.

**6. NOTICE**

Any notice either Applicant or SCE may wish to provide the other regarding this Agreement must be in writing. Such notice must be either hand-delivered or sent by U.S. certified or registered mail, postage prepaid, to the person designated to receive notice for the other Party below, or to such other address as either may designate by written notice. Notices delivered by hand shall be deemed effective when delivered. Notices delivered by mail shall be deemed effective when received, as acknowledged by the receipt of the certified or registered mailing.

Applicant:

SCE:

\_\_\_\_\_  
(Name)

\_\_\_\_\_  
(Title)

\_\_\_\_\_  
(Address)

\_\_\_\_\_  
(City, State, Zip)

Business Customer Division  
Southern California Edison Company  
2244 Walnut Grove Avenue  
Rosemead, CA 91770

**7. NONWAIVER**

The failure of either Party to enforce any of the terms and conditions or to exercise any right or privilege in this Agreement shall not be construed as a waiver of any such term and conditions or rights or privileges, and the same shall continue and remain enforce and effect as if no such failure to enforce or exercise had occurred.

**8. SEVERABILITY**

In the event that any of the provisions, or portions thereof, of this Agreement are held to be unenforceable or invalid by the Commission, or any court of competent jurisdiction, the validity and enforceability of the remaining provisions or any portion thereof shall not be affected.

**9. APPLICABLE LAWS, RULES, AND REGULATIONS**

This Agreement shall be subject to, and interpreted under the laws, rules, decisions and regulations of the State of California, without regard to its conflict of laws principles, the Commission, and SCE's Commission-approved tariffs.

**SOUTHERN CALIFORNIA EDISON COMPANY  
SCHEDULE LS-1 OPTION E, ENERGY EFFICIENCY-LIGHT EMITTING DIODE (LED)  
FIXTURE REPLACEMENT RATE AGREEMENT**

**10. CALIFORNIA PUBLIC UTILITIES COMMISSION JURISDICTION**

- 10.1 This is a filed form tariff agreement authorized by the Commission for use by SCE. No officer, inspector, solicitor, agent or employee of SCE has any authority to waive, alter, or amend any part of this Agreement except as provided herein or authorized by the Commission. This Agreement is to be used in conjunction with Schedule LS-1 and supplements the terms and conditions of the Applicant's electric service under Schedule LS-1.
- 10.2 This Agreement shall at all times be subject to such changes or modifications by the Commission as said Commission may, from time to time, direct in the exercise of its jurisdiction.
- 10.3 Notwithstanding any other provisions of this Agreement, SCE has the right to unilaterally file with the Commission, pursuant to the Commission's rules and regulations, an application for change in rates, charges, classification, service, or rule or any agreement relating thereto.

**11. ENTIRE AGREEMENT**

This Agreement, including SCE's Commission-approved tariffs, constitutes the complete agreement and understanding between the Applicant and SCE regarding the LED Fixtures replacement costs. Prior agreements, representations, understandings, whether expressed or implied, and communications, oral or written, between the Applicant and SCE shall not be construed to be a part of this Agreement.

**12. AUTHORIZATION SIGNATURE**

In witness whereof, the Parties hereto have caused this Agreement to be signed by their duly authorized representatives.

**APPLICANT**

**BY:** \_\_\_\_\_  
**NAME:** \_\_\_\_\_  
**TITLE:** \_\_\_\_\_  
**DATE SIGNED:** \_\_\_\_\_

**SOUTHERN CALIFORNIA EDISON COMPANY**

**BY:** \_\_\_\_\_  
**NAME:** \_\_\_\_\_  
**TITLE:** \_\_\_\_\_  
**DATE SIGNED:** \_\_\_\_\_

**SOUTHERN CALIFORNIA EDISON COMPANY  
EXHIBIT "A"  
SCHEDULE LS-1 OPTION E,  
ENERGY EFFICIENCY-LIGHT EMITTING DIODE (LED) FIXTURE REPLACEMENT**

APPLICANT

The City of Lindsay

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CUSTOMER ACCOUNT NO.

4248134, 359216264

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SERVICE ACCOUNT NO.

Various, see attached

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(Additional account numbers/addresses may be attached hereto.)

SERVICE ADDRESS

Various, see attached

---

**APPLICANT REQUESTED READY TO SERVE DATE**

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SCE READY TO SERVE DATE \_\_\_\_\_

DESCRIPTION OF **LED** FIXTURES/SCOPE OF WORK: SPECIFY HOW MANY STREET LIGHTING FIXTURE REPLACEMENTS ARE BEING REQUESTED AND AGREED TO UNDER THIS AGREEMENT AND OTHER RELEVANT DETAILS.

W.O. No(s): \_\_\_\_\_



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: January 9, 2018  
AGENDA #: 11  
STAFF: Michael Camarena, Director of City Services

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### AGENDA ITEM

*TITLE* City Engineer Responsible Successor

*ACTION* For Information only

*PURPOSE* *Statutory/Contractual Requirement*

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### RECOMMENDATION

No action required, this item is presented for Council information only.

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### BACKGROUND | ANALYSIS

With Mr. Winton's sudden passing, Winton and Associates retained a civil engineer with all rights and privilege's that Jim possessed. This is critical for approval of land division projects without having to have a licensed surveyor on staff. This is a temporary assignment to allow Winton and Associates to move current projects forward.

The current city engineer contract with Winton and Associates is valid until April 24, 2019. City Attorney Mario Zamora has reviewed the existing contract and the letter of assignment for Winton and Associates and has approved the ability to complete pending projects with Winton and Associates.

The letter of assignment identifying Mr. J. Michael Lane as the Senior Civil Engineer for Winton and Associates is included for reference. It is anticipated that a new Request for Proposal (RFP) will be necessary sooner than April 2019 current contract expiration. In this case, a letter of termination of the contract will be necessary (with the required 30-day written notice).

Staff will update Council as developments occur.

### BENEFIT TO OR IMPACT ON CITY RESOURCES

Release RFP prior to current contract expiration.

### ENVIRONMENTAL REVIEW

None necessary.

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## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: January 9, 2018  
AGENDA #: 11  
STAFF: Michael Camarena, Director of City Services

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### *POLICY ISSUES*

None currently.

### *PUBLIC OUTREACH*

Posted in this agenda.

### *ATTACHMENTS*

- December 13, 2017 Winton and Associates Letter of Assignment



**JAMES WINTON & ASSOCIATES**

CIVIL ENGINEERING • PLANNING • LAND SURVEYING

150 West Morton Avenue  
Porterville, California 93257

(559) 781-2700  
Fax (559) 781-2689

December 13, 2017

Michael Camarena  
Public Works Director  
City of Lindsay  
PO Box 369  
Lindsay, CA 93247

RE: Engineering Services

Mr. Camarena,

This is to inform you that as of this date, December 13, 2017, J. Michael Lane, RCE 17604, is now the Senior Civil Engineer in responsible charge and successor licensee for James Winton & Associates.

Please let us know if you have any questions or need additional information.

Sincerely,

J. Michael Lane  
Civil Engineer

JSW/bg





## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 9, 2018  
AGENDA #: 12  
STAFF: BRET HARMON, DIRECTOR OF FINANCE

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### *AGENDA ITEM*

**TITLE** RESOLUTION 18-03 – Acknowledgement of Bargaining Unit Negotiations

**ACTION** Adopt Resolution 18-03

**PURPOSE** Statutory/Contractual Requirement

**COUNCIL OBJECTIVE(S)** Live in a safe, clean, comfortable and healthy environment.  
Increase our keen sense of identity in a physically connected and involved community.  
Nurture attractive residential neighborhoods and business districts.  
Dedicate resources to retain a friendly, small-town atmosphere.  
Yield a fiscally self-reliant city government while providing effective, basic municipal services.

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### *RECOMMENDATION*

City Council to adopt Resolution 18-03 acknowledging City Management have started, or will begin this month, negotiations with employee bargaining units.

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### *BACKGROUND | ANALYSIS*

The City's Memorandums of Understanding with Miscellaneous Employees (represented by SEIU) and Public Safety Employees (represented by LPOA and Teamsters) have expired. The City is currently engaged in negotiations with the Miscellaneous Employee Bargaining Unit with the assistance of Pacific Employers. The City will begin negotiations with the Public Safety Employees on January 22, 2018 with the assistance of Pacific Employers.

The purpose of this resolution is to formally notify City Council of the City's engagement in negotiating new Memorandums of Understanding.

### *BENEFIT TO OR IMPACT ON CITY RESOURCES*

The City's objective is to negotiate financially feasible, reasonable Memorandums of Understanding between employee bargaining units and the City.

### *ENVIRONMENTAL REVIEW*

N/A

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## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 9, 2018  
AGENDA #: 12  
STAFF: BRET HARMON, DIRECTOR OF FINANCE

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### *POLICY ISSUES*

Memorandums of Understanding affect personnel policies in addition to compensation.

### *PUBLIC OUTREACH*

N/A

### *ATTACHMENTS*

- Resolution 18-03 Acknowledgement of Negotiations with Bargaining Units

**CITY OF LINDSAY RESOLUTION NO. 18-03**

**A RESOLUTION OF THE CITY COUNCIL OF  
THE CITY OF LINDSAY**

**ACKNOWLEDGING CITY MANAGEMENT HAS ENGAGED EMPLOYEE BARGAINING UNITS IN  
MEMORANDUMS OF UNDERSTANDING NEGOTIATIONS.**

WHEREAS, the Memorandums of Understanding (MOUs) between the City and the Miscellaneous employee bargaining unit and the Public Safety employee bargaining unit have expired; and

WHEREAS, the City is currently engaged in negotiations with the Miscellaneous employee bargaining unit (represented by SEIU); and

WHEREAS, the City will begin negotiations with the Public Safety employee bargaining unit (represented by LPOA and Teamsters) on January 22, 2018;

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Lindsay that the City Council acknowledges the City is engaged in (Miscellaneous) or will soon begin (Public Safety) negotiations with employee bargaining units. The City continues to operate under the terms of the expired MOUs until the new MOUs are fully executed.

\* \* \* \* \*

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Lindsay held on January 9, 2018, by the following vote, to wit:

AYES: \_\_\_\_\_

NOES: \_\_\_\_\_

ABSENT: \_\_\_\_\_

DATED: January 9, 2018

ATTEST:

(s) \_\_\_\_\_  
City Clerk

(s) \_\_\_\_\_  
Mayor