



## LINDSAY CITY COUNCIL AGENDA

MEETING: REGULAR MEETING  
LOCATION: 251 E. HONOLULU, LINDSAY, CA 93247  
DATE: TUESDAY, JANUARY 23, 2018  
TIME: 6:00PM

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### REGULAR MEETING

CALL TO ORDER: 6:00PM

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

FLAG SALUTE: Mayor Kimball

INVOCATION: Pastor Matt Sonstegard, Bethel Primitive Baptist Church

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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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### BUSINESS

#### 1. COUNCIL 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 January 12, 2017
- 4.2. Warrant List for January 18, 2018
- 4.3. Surplus Equipment Disposal – DUI Trailer and Non-Operating Fire Truck
- 4.4. Temporary Use Permit – Orange Bar

*(Pages 1-14)*

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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.



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### **5. CONTINUED PUBLIC HEARING & RESOLUTION 18-01: CALIFORNIA ENVIRONMENTAL QUALITY ACT DOCUMENTS FOR PROPOSED HERMOSA STREET INTERSECTION IMPROVEMENT PROJECT (ROUNDBOUT)**

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.

*Presented by Brian Spaunhurst, Assistant City Planner*

*(Pages 15-138)*

### **6. RESOLUTION 18-05: AUTHORIZATION OF PURCHASE ORDER TO PURCHASE FIRE TRUCK FROM PIERCE**

Authorize City Manager to execute Purchase Order for new fire truck.

*Presented by Bret Harmon, Director of Finance*

*(Pages 139-158)*

### **7. RESOLUTION 18-04: ADOPTION OF 2018 SALARY SCHEDULE AS ADJUSTED FOR MINIMUM WAGE INCREASE**

Recognizes the changes in Team Member I and Finance Clerk Positions as adjusted by minimum wage increase on January 1, 2018

*Presented by Bret Harmon, Director of Finance*

*(Pages 159-165)*

### **8. INFORMATION ITEM: MID-YEAR FINANCIAL UPDATE**

Review of the City's financial position at the year's mid-point. Review of revenues and expenditures and performance against budget.

*Presented by Bret Harmon, Director of Finance*

*(Pages 166-168)*

### **9. ORDINANCE 562: AMENDING MUNICIPAL CODE PERTAINING TO ACCESSORY AND GARDEN STRUCTURE HEIGHT LIMITS**

SECOND READING

*Presented by Brian Spaunhurst, Assistant City Planner*

*(Pages 169-180)*

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### **10.RESOLUTION 18-06: SUPPORT OF SENATE BILL 623 (MONNING): AFFORDABLE DRINKING WATER FUND**

To support short and long-term drinking water solutions and programs

*Presented by Bill Zigler, City Manager*

*(Pages 181-187)*

### **11.FUTURE AGENDA ITEMS**

City Council Members Request for Agenda Items

*Presented by Mayor Pam Kimball*

### **12.EXECUTIVE SESSION**

Conference with Legal Counsel regarding Conference with Legal Counsel – pending litigation - GC§54956.9(d)(1) Wischemann, et al. v. City of Lindsay

### **13.ADJOURN**

The next Regular meeting of the Lindsay City Council is scheduled for Tuesday, February 13, 2018 at 6:00 p.m. at 251 E. Honolulu, Lindsay California 93247.

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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

CALL TO ORDER: 5:55PM

Table with 6 columns: ROLL CALL, Member Velasquez, Member Watson, Member Cortes, Member Salinas, Chairperson Kimball. Row 2: Status, Present, Present, Absent with notice, Present, Present.

PUBLIC COMMENT

Table with 2 columns: Speaker, Comment Summary. Row 1: None, (empty cell).

BUSINESS

1. CONSIDERATION OF SUCCESSOR AGENCY RESOLUTION SA18-01 ADOPTING THE RECOGNIZED OBLIGATION PAYMENT SCHEDULE FOR JULY 1, 2018 THROUGH JUNE 30, 2019.

Table with 2 columns: Speaker, Comment Summary. Row 1: Harmon, (empty cell).

VOTE – Roll Call

Table with 8 columns: 1st Motion, 2nd Motion, Velasquez, Watson, Cortes, Salinas, Kimball, Result. Row 1: Salinas, Watson, Yes, Yes, Absent, Yes, Yes, 4-0 with Cortes absent with notice.

2. ADJOURN SUCCESSOR AGENCY MEETING

Mayor adjourned the successor agency meeting.

[continued next page]



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

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TIME: 5:55PM

CALL TO ORDER: 6:00PM

ROLL CALL	Council Member Velasquez	Council Member Watson	Council Member Cortes	Mayor Pro Tem Salinas	Mayor Kimball
Status	Present	Presnt	Absent with Notice	Present	Present

FLAG SALUTE: Council Member Velasquez | INVOCATION: Johann Urbaez, Church of Christ

**PUBLIC COMMENT**

Speaker	Comment Summary
<b>None</b>	

**1. COUNCIL MEMBER REPORTS**

Speaker	Comment Summary
<b>Velasquez</b>	Nothing to report
<b>Watson</b>	Nothing to report
<b>Salinas</b>	Nothing to report
<b>Kimball</b>	TCAG staff is preparing an agenda for the next meeting and will address the TCAG settlement (waiving interest and giving the City a one-year respite from making payments.) Mayor recommends we accept the concessions being offered.
Velasquez	We are not happy with the decision. It is not our first choice or the best choice.
Zigler	This is a step in the right direction.

**2. LHS STUDENT REPORT**

Speaker	Comment Summary
Macias	School started today. Nothing else to report.

**3. STAFF REPORT & ACTIVITY SUMMARY**

Speaker	Comment Summary
Zigler	<p>Labor negotiations on ongoing with SEIU and will start soon with LPOA            Climatec is ready to present to the ad-hoc committee in January (based on Velasquez’s schedule)            Discussed need for power grid improvements for marijuana grow sites and for NDS.            Discussed AT&amp;T small cell deployment – staff will talk with AT&amp;T this week.            Council of Cities meeting this week            Code Enforcement is meeting with people and being effective            Will have conference call with HCD (CDBG) before end of January to discuss loans/monies owed.            Water system is working well.            Working on American Spirit mural.            Building continues.            Will distribute data update on progress through the year            Mid-year financial review at next council meeting            Planning meeting with hospital board            Financial auditors coming in January</p>

**4. CONSENT CALENDAR**



SUCCESSOR AGENCY TO THE FORMER LINDSAY  
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DATE: TUESDAY, JANUARY 09, 2018  
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- 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

Speaker	Comment Summary
None	

**VOTE – Minute Order**

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

**5. PUBLIC HEARING & RESOLUTION 18-01: ENVIRONMENTAL REVIEW (ROUNDAABOUT)**

Speaker	Comment Summary
Zigler	Introduced the roundabout topic. Shared the history of national and internationally recognized experts coming to Lindsay to monitor the traffic near the elementary school to keep students safe. In 2006, the City began the process to figure out what to do to affordably make it safe. Self Help Enterprises has proposed affordable housing at the intersection. SHE agreed to help find money to help pedestrian safety, vehicle emissions, and calming traffic. SHE has come up with about \$1M to do the project. We reviewed stop signs or traffic lights do not provide for each of the key four needs. We have coordinated with the School District. They are supportive of the roundabout. The School District has done a meeting for the parents of children at Jefferson elementary. The City recorded questions and concerns at the meeting of about 25 people. The City decided to meet with more people through an information meeting at the Wellness Center. We heard that people thought the City was going to expend its street money for a roundabout. It is not. It is funded by SHE to meet the four needs. TCAG and bicycle/pedestrian funds (up to \$2M) could be used for overages. There were people opposed to the round about at the meeting. We are including notes from those meetings in the record. The City is not using streets funds to fix. We can now fix a 12-year problem. The Grant funds must be used now, or we will lose access to the funds.
Spaunhurst	Explained the location of the project. Explained the effort tonight is approve CEQA documents (environmental). These documents make sure the projects will not have adverse impact on the environment. It is not approval of the final project design. Focuses on pedestrian safety during school, year-round, calm traffic, and reduce emissions. Considered no change, 4-way stop, stop light or round about. Explained why each was either rejected or selected. Identified roundabout as the only option to meet the project requirements, to calm traffic, improves safety of traffic and pedestrians and lower emissions. Explained ways to mitigate aesthetics, air quality, cultural resources and noise to limit environmental impact. Requested to table this item to give a chance for review by council and to include and respond to all public comments.
Zigler	We would like to open public comment, take comments, close and continue at future dates.
Kimball	Opens public hearing at 6:38PM. Gave instructions on how public hearing works.
Spaunhurst	Reviewed some questions, concerns, and suggestions from the public at public hearings. Noted inclusion of 802 signatures and letters submitted to the City.
Tom Callishaw from SHE	Addressed the Council regarding the value of and importance of the housing development. The first issue to address was the traffic near the location. The site will have over 50 families. The



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	proposed project will support the needs and safety of these families. New things are hard for people sometimes. Self Help Enterprises (SHE) supports it.
Kimball	Invited those in opposition or with questions
Patricia Gutierrez	She was not sure about the roundabout until last week when she sat back and reviewed the plans, the roundabout is the only thing that makes sense. A four-way stop would be a nightmare with too many lanes.
Diana Matta	Expressed that she does not understand how to use a roundabout. Has not heard about accidents until she heard rumors. Other people decided to not to go to the meeting. Met Councilmembers Watson and Cortes at the meeting. Made suggestions about how to conduct a meeting. Discussed roundabouts in other cities and how other communities have enhanced their roundabouts. Shared her experiences around that intersection. Would like examples like Jefferson school. Believes the decision the Council makes will be the right decision. Expressed the people will trust the decision the Council makes.
Zoo Scott	Expressed concerns for elderly residents. Works as Taco Bell and has not seen accidents there. Expressed belief that elderly residents cannot drive through a roundabout. It will make it difficult for them to get to Save Mart. Expressed how people do not know how to use a roundabout.
Trudy Wischemann	Shared comments about the Environmental Document. Talked about how the roundabout will reduce the traffic down to one lane. Addressed congestion on Westwood when school begins or ends at Jefferson school. Thought maybe the school district could help with the roundabout. Talked about how she does not understand how crossing guards will help the children across the street and would like to see examples. People have ideas of how to improve the parking at Jefferson school. People want to be a bigger part of the solution.
Mark Ortiz	Recapped concerns and people not wanting to experience change. Lives two houses from the proposed roundabout. Is blocked out of his house during school start and stop times. Has contacted the City, which has been willingly considerate of the concerns. The school and city are not saying the same thing. The school principal plans to block the roads even after the roundabout is constructed. Concerned how he can leave and come home. The Principal has ordered more signs to block the road. He will be blocked either way (with or without roundabout). The concern in the end is the school will block the road even though the City has said they will not be blocked.
Kimball	Time for Rebuttal
Tom with SHE	SHE did not bring this solution to the City. SHE proposed a housing development and helped with a solution. The grant funds are only available for the reduction of green house gas reductions. Those are very competitive to get.
Zigler	Expressed regret the Mr. Ortiz heard what he did from the principal. Zigler met with the school district maintenance director who expressed there is nothing off the table. The Principal must not be familiar with the study. The dialogue tonight is to only get the student safety over the street. Submitted documents on roundabout safety to the public record. Staff is committed to helping Mr. Ortiz find a better solution to his situation. Invited public to bring ideas that meet the requirements of the grant.
Harmon	Expressed experience with living next to Shannon Ranch Elementary roundabout and how a single crossing guard can handle the entire roundabout. At times in the past they have used two crossing guards. Talked about how the children wait at each corner and how the crossing guards escort them across. The students have adapted to the roundabout procedures very well with even young grade students able to use it without an adult accompanying them.



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Matta	Is not sure how the crossing guards would work. Expressed confusion over how roundabouts work and how others may be confused about how to use them. Questions statistics about accidents.
Zoo Scott	Does not believe the roundabout would work like it does other places. Concerned about elderly.
Kimball	Closed public hearing at 7:35 for Council comments
Velasquez	The roundabout has been a discussion for years. The City has reviewed roundabouts many other places. People are concerned at first because they do not understand the process. Opinions change. Has seen severe accidents in the area on the highway 43 roundabout as he travels to work. Since the roundabout has been installed there, he has not seen a severe accident. Many cars use the roundabouts in the City, so use it not in question. Need to look at training for seniors through the senior center to help them know how to use a roundabout. He would like to find a way to help Mr. Ortiz with the blocked road at the school. The administration at LUSD is in favor of the roundabout and working with City staff to ensure the situation is safe and well considered. A roundabout is not a new thing. Roundabout work and save lives.
Watson	Expressed appreciation for heart-felt concerns. Hopefully the passion felt here tonight can be expressed to the school district too. Jefferson school is in a difficult location. The City is trying to make the best of situation. Added to the public record a report from 2017 from the federal highway commission on roundabouts. The report talks about the importance of education.
Salinas	During Orange Blossom time we sell tickets at Bob's drive-in. I have seen some cars hit there and have seen cars hit at 4-way stops. He would not be supportive of multi-lane roundabout, but the reduced to one-lane roundabout works. The signage at the calming circle near his neighborhood has helped.
Kimball	The comment period has been closed. The Council will consider the report before making a final report. This will be brought forth to the 23 <sup>rd</sup> of January. Motion to con

**VOTE – MINUTE ORDER**

1 <sup>st</sup> Motion	2 <sup>nd</sup> Motion	Velasquez	Watson	Cortes	Salinas	Kimball	Result
Velasquez	Salinas						Motion to continue on 1/23. Approved 4-0.

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

Speaker	Comment Summary
Spaunhurst	Explained the purpose of the ordinance to increase the maximum allowed height of garden / accessory structures to 15 feet. Structures will need to accommodate water drainage and appropriate setbacks. Side yard accessory structures will stay at 7 feet.
Kimball	Inquired about how common the heights are in other jurisdictions.
Spaunhurst	Ranges from 10 to 30 feet. Most requests are at 15 or fewer feet.
Kimball	Opened public hearing at 8:03
Kimball	Closed public hearing at 8:04
Salinas	Moved for first reading of Ordinance 562 and to waive the reading in full.

**VOTE – Roll Call**

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

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





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**SECOND READING**

Speaker	Comment Summary
Spaunhurst	Talked with NextLevel. They were able to talk with McDermont. Recommends acceptance.
Kimball	They reached out each council member.
Spaunhurst	They could not come tonight because of bad weather in Southern California.
Velasquez	Moved to waive 2 <sup>nd</sup> reading and adopt Ordinance 561.

**VOTE – Roll Call**

1 <sup>st</sup> Motion	2 <sup>nd</sup> Motion	Velasquez	Watson	Cortes	Salinas	Kimball	Result
Velasquez	Watson	Yes	Yes	Absent	Yes	Yes	4-0 Adopted.

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

Speaker	Comment Summary
Spaunhurst	Discussed the requirement to ensure there is ample right of way at the parcel to ensure any future development. Made additions to Ordinance to Lot 18. The applicant is Andy Macias not J. Raudel Macias.
Velasquez	Move for approval of Resolution 18-02 as amended.

**VOTE – Roll Call**

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

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

Speaker	Comment Summary
Spaunhurst	This is for approval of final parcel map.

**VOTE – Minute Order**

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

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

Speaker	Comment Summary
Camarena	Edison is converting street lights to LED. The City now has the opportunity to convert our lights to LED. Edison is willing to put together an agreement for 20-years. The City would pay for the change, but after paying for the cost the City would still see a \$2,500 savings each year. Looking to bid the Tulare County areas now. The City could see something in 2018, but the memo says it is could be 2019.
Watson	Asked how the light is different.
Camarena	The light is as strong and bright white instead of yellow.
Salinas	The City will still need to deal with City-owned lights.

**VOTE – Minute Order**

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

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

Speaker	Comment Summary
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Camarena	Explained with the death of the City's contract engineer, the contract firm will continue as the engineer as they will have a qualified replacement. The City expects the need to issue an RFP before the contract term ends.
Salinas	Asked about how long items with the engineer now will take to complete.
Camarena	They can continue to work on the items.

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

Speaker	Comment Summary
Harmon	Explained the City is in negotiations

**VOTE – Roll Call**

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

**13. FUTURE AGENDA ITEMS**

Speaker	Comment Summary
Velasquez	Would like to talk again about cannabis, federal actions and the electric grid.
Watson	Would like to hear about the fireworks, gun shots at New Year's.

**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.

**VOTE – Minute Order**

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

ATTEST:

CITY COUNCIL OF THE CITY OF LINDSAY

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

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

(SP 24 &amp; SP 25 &amp; SP 26)

FUND	Check #	Date	Vendor #	Vendor Name	Description	Amount
TOTAL						\$ 178,102.09
101 - GENERAL FUND	91516	1/12/2018	5457	AUTO ZONE COMMERCIA	SOCKETS/DURALAST BA	\$ 773.10
101 - GENERAL FUND	91519	1/12/2018	5013	BUZZ KILL PEST CONT	133 HONOLULU	\$ 561.00
101 - GENERAL FUND	91520	1/12/2018	1979	CALIFORNIA BUILDING	OCT-DEC2017 SB1473	\$ 129.60
101 - GENERAL FUND	91521	1/12/2018	6248	CALIFORNIA COMMUNIT	REGISTRATION FEE NA	\$ 149.00
101 - GENERAL FUND	91522	1/12/2018	76	CENTRAL VALLEY BUSI	LETTERHEAD C/S	\$ 992.30
101 - GENERAL FUND	91525	1/12/2018	2319	COMPUTER SYSTEMS PL	MANANGED ANTIVIRUS	\$ 45.00
101 - GENERAL FUND	91526	1/12/2018	6118	CVIN LLC D.B.A. VAS	INTERNET	\$ 525.00
101 - GENERAL FUND	91527	1/12/2018	111	DEPT OF CONSERVATIO	RESIDENTIAL SEISMIC	\$ 346.60
101 - GENERAL FUND	91529	1/12/2018	119	DOUG DELEO WELDING	RPR HNDRAILS CTY HA	\$ 940.33
101 - GENERAL FUND	91530	1/12/2018	3162	E.M. THARP, INC.	FIRE TRUCK REPAIR	\$ 567.35
101 - GENERAL FUND	91534	1/12/2018	148	GOMEZ AUTO & SMOG	2006 FORD CROWN VIC	\$ 4,742.47
101 - GENERAL FUND	91536	1/12/2018	6247	HARMONY MAGNET FOUN	MEMORIAL OF MR WINT	\$ 50.00
101 - GENERAL FUND	91538	1/12/2018	4378	JOSEPH H AVINA	12/17/17TO 12/30/20	\$ 840.00
101 - GENERAL FUND	91539	1/12/2018	6100	KEENAN & ASSOCIATES	HEALTH PLAN	\$ 50,280.70
101 - GENERAL FUND	91542	1/12/2018	4067	LINCOLN NAT'L INSUR	DENTAL PLAN JAN 201	\$ 3,237.39
101 - GENERAL FUND	91545	1/12/2018	2306	NICK NAVE	MEAL STIPEND	\$ 150.00
101 - GENERAL FUND	91546	1/12/2018	5625	NGLIC-SUPERIOR VISI	VISION PLAN JAN 201	\$ 534.54
101 - GENERAL FUND	91547	1/12/2018	5514	NVB PLAYGROUNDS INC	KIWANIS/CENTENN.PAR	\$ 2,473.15
101 - GENERAL FUND	91548	1/12/2018	1565	OACYS.COM INC	CF WEBHOSTING JAN	\$ 150.00
101 - GENERAL FUND	91552	1/12/2018	276	PORTERVILLE RECORDE	PUBLIC NOTICE	\$ 360.68
101 - GENERAL FUND	91554	1/12/2018	285	QUILL CORPORATION		\$ 212.54
101 - GENERAL FUND	91555	1/12/2018	298	SAVE MART SUPERMARK	WATER COUNCIL MEETI	\$ 11.48
101 - GENERAL FUND	91556	1/12/2018	3924	SECURITY FIRST ALAR	LIBRARY ALARM BURG	\$ 299.40
101 - GENERAL FUND	91559	1/12/2018	5314	SHRED-IT USA LLC	JAN SERVICES SHRED	\$ 75.77
101 - GENERAL FUND	91560	1/12/2018	310	SOUTHERN CA. EDISON	2-36-602-1509	\$ 24,085.56
101 - GENERAL FUND	91563	1/12/2018	5755	TELEPACIFIC COMMUNI	DEC 2017	\$ 5,068.91
101 - GENERAL FUND	91564	1/12/2018	144	THE GAS COMPANY	115-454-6222-5	\$ 7,451.50
101 - GENERAL FUND	91566	1/12/2018	4849	U.S. BANK EQUIPMENT	CANON COPIERS LEASE	\$ 1,307.69
101 - GENERAL FUND	91570	1/12/2018	1604	VISA	ADOBE COL	\$ 650.89
101 - GENERAL FUND	91574	1/12/2018	78	LINDSAY CHAMBER OF	CHAMBER DINNER	\$ 175.00
101 - GENERAL FUND	91575	1/12/2018	2823	CHRISTOPHER HUGHES	MEAL STIPEND	\$ 128.00
101 - GENERAL FUND	91576	1/12/2018	2307	RYAN HEINKS	MEAL STIPEND	\$ 128.00
261 - GAS TAX FUND	91535	1/12/2018	6245	HARDWARE DISTRIBUTI	VINYL SIGN,STAND FL	\$ 615.37
261 - GAS TAX FUND	91569	1/12/2018	4865	VALLEY ELECTRICAL S	DOWNTOWN LIGHTS	\$ 70.26
300 - MCDERMONT OPERAT	91518	1/12/2018	5672	BUILDASIGN.COM	VINYL BANNER MCD	\$ 287.11
300 - MCDERMONT OPERAT	91523	1/12/2018	5601	CENTRAL VALLEY REFR	ICE MACHINE REPAIR	\$ 187.63
300 - MCDERMONT OPERAT	91537	1/12/2018	2662	JIM IBARRA	REPLACE RUBBER DISK	\$ 382.50
300 - MCDERMONT OPERAT	91543	1/12/2018	6246	MCDERMONT VENTURE I	GYMNASTICS REINVEST	\$ 1,426.95
300 - MCDERMONT OPERAT	91544	1/12/2018	509	MEDALLION SUPPLY	SOCCER FIELD LIGHTS	\$ 65.85
300 - MCDERMONT OPERAT	91551	1/12/2018	3750	PEPSI-COLA	25 CASES	\$ 2,048.69
300 - MCDERMONT OPERAT	91571	1/12/2018	368	VOLLMER EXCAVATION,	LOADS OF DG TO MCD	\$ 232.20
400 - WELLNESS CENTER	91524	1/12/2018	6229	CLAUDIA PAYAN	ZUMBA	\$ 25.00
400 - WELLNESS CENTER	91528	1/12/2018	6039	DINA RESTIVO	YOGA CLASSES DEC 20	\$ 960.00
400 - WELLNESS CENTER	91531	1/12/2018	6040	ERMELINDA PUENTES	FIT &TONE STRENGHT	\$ 450.00
400 - WELLNESS CENTER	91533	1/12/2018	5008	GENESIS POOLS, INC.	POOL MAINTENANCE	\$ 23,800.00
400 - WELLNESS CENTER	91540	1/12/2018	5804	KELSIE AVINA	ZUMBA INSTRUCTOR	\$ 156.25
400 - WELLNESS CENTER	91541	1/12/2018	5448	KIRBY D. MANNON	EXERCISE CLASS	\$ 125.00
400 - WELLNESS CENTER	91550	1/12/2018	4204	ORKIN PEST CONTROL	PESTCONTROL WELLNES	\$ 121.89
400 - WELLNESS CENTER	91557	1/12/2018	3208	SHANNON PATTERSON	WATER AEROBIC CLASS	\$ 81.25
400 - WELLNESS CENTER	91562	1/12/2018	4914	STEPHANIE VELASQUEZ	ZUMBA INSTRUCTOR	\$ 175.00
400 - WELLNESS CENTER	91572	1/12/2018	5912	YVETTE DURAN	ZUMBA SUB	\$ 50.00
400 - WELLNESS CENTER	91573	1/12/2018	3733	DIRECTV	12/9/17 059208625	\$ 391.68
552 - WATER	2018-01-23	City Council Agenda Page 8	51	BSK	WATER TESTING	\$ 1,542.00

FUND	Check #	Date	Vendor #	Vendor Name	Description	Amount
552 - WATER	91553	1/12/2018	5796	PRESORT OF FRESNO L	410042965,410042966	\$ 1,419.70
552 - WATER	91567	1/12/2018	5413	UNIVAR USA INC	CAUSTIC SODA 50% WT	\$ 3,295.70
552 - WATER	91568	1/12/2018	356	USA BLUEBOOK	CHART PENS WTP	\$ 63.58
552 - WATER	91577	1/16/2018	6095	RALPH GUTIERREZ WAT	DEC 2017 CPO	\$ 4,000.00
553 - SEWER	91532	1/12/2018	6010	FRONTIER COMMUNICAT	5595626317-122303-5	\$ 78.89
553 - SEWER	91558	1/12/2018	4762	SHAPE,INC.	PUMP/LIFT STATION	\$ 6,521.74
553 - SEWER	91561	1/12/2018	5691	STATE WATER RESOURC	DINO WWT GRD 1	\$ 120.00
553 - SEWER	91565	1/12/2018	3814	TURNUPSEED ELECTRIC	REPAIR AERATOR MOTO	\$ 2,669.40
600 - CAPITAL IMPROVEMENT	91549	1/12/2018	2885	OMNI MEANS INC.	ENG.DESIGN RND ABOU	\$ 19,295.50



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 23, 2018  
AGENDA #: 4.3 – CONSENT CALENDAR  
STAFF: BRET HARMON, DIRECTOR OF FINANCE

---

### *AGENDA ITEM*

TITLE	DISPOSAL OF SURPLUS EQUIPMENT – TRAILER AND NON-OPERATIONAL FIRE ENGINE 387
ACTION	INFORMATIONAL ITEM ONLY

---

### *RECOMMENDATION*

This is an informational item only.

---

### *BACKGROUND | ANALYSIS*

The City Charter (3.19.040) directs the Purchasing Officer (Director of Finance) to dispose of surplus equipment (fully depreciated, beyond useful life) in accordance with certain processes. When items have a market value of or more than \$25,000 staff are to present the items to Council for approval of the disposal.

The City has or is in the process of disposing of two items:

1. 1994 Freightliner Fire Truck (VIN 1FV6HLBA0RL853055) – Non-Operational
2. 1998 DUI Checkpoint Trailer (VIN 4AGCU16D4WC027450)

The purpose of this agenda item is to inform the Council of the transactions, so it is aware of how these items will continue to give to the community.

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

Because neither item has a market value of or more than \$25,000, the Purchasing Officer has/will take a market value offer for both items. The Non-Operational Fire Engine is being sold to Lindsay Fire Truck Museum (\$1,500). The Utility Trailer is being sold to the Lindsay High School Football Boosters (\$1,200).

The Museum will be able to preserve some of Lindsay's history. The Football Boosters will be able to promote a positive community while helping not only the football team, but also other school-related groups who may use the trailer participate in educational and exercise-related activities.

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## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 23, 2018  
AGENDA #: 4.4, CONSENT CALENDAR  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 562-7102  
EX. 8032, BSPAUNHURST@LINDSAY.CA.US

---

### AGENDA ITEM

TITLE	Temporary Use Permit 18-01 Super Bowl Alley Closure
ACTION	Requested Approval of Temporary Use Permit
PURPOSE	Discretionary Action
COUNCIL OBJECTIVE(S)	Increase our keen sense of identity in a physically connected and involved community. Dedicate resources to retain a friendly, small-town atmosphere. Stimulate, attract and retain local businesses. Advance economic diversity.

---

### RECOMMENDATION

Minute Order Approval

---

### BACKGROUND | ANALYSIS

Johnny Estrada of the Orange Bar has requested alley closure for a portion of the alley located south of Honolulu Street (event site plan attached) between 10 am on February 4, 2018 and 2 am on February 5, 2018 in support of a Super bowl viewing event. Trash cans and Four porter-potties will be provided.

An event of this nature requires a certificate of insurance, indemnifying the City, to be provided by the Applicant.

There has been no negative feedback or issues from previous events. Pending Council approval, staff will coordinate event requirements with City Services and Public Safety. Staff requests Minute Order approval of the alley closure for the Super bowl event as shown.

### ALTERNATIVES

- Approve with alterations.
  - Table item and direct staff to gather additional information.
  - Deny Temporary Use Permit.
-



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 23, 2018  
AGENDA #: 4.4, CONSENT CALENDAR  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 562-7102  
EX. 8032, BSPAUNHURST@LINDSAY.CA.US

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

Approval of this request will benefit the City of Lindsay as it assists in meeting the Council Objectives Identified.

Impacts include staff time and resources required to coordinate the temporary street closure and ensure site cleanup is completed by the applicant.

### *ENVIRONMENTAL REVIEW*

This is a temporary event that would not result in permanent physical changes to the existing environment and facilities. This project is exempt per CEQA Article 19, Section 15301 "Existing Facilities".

### *POLICY ISSUES*

None

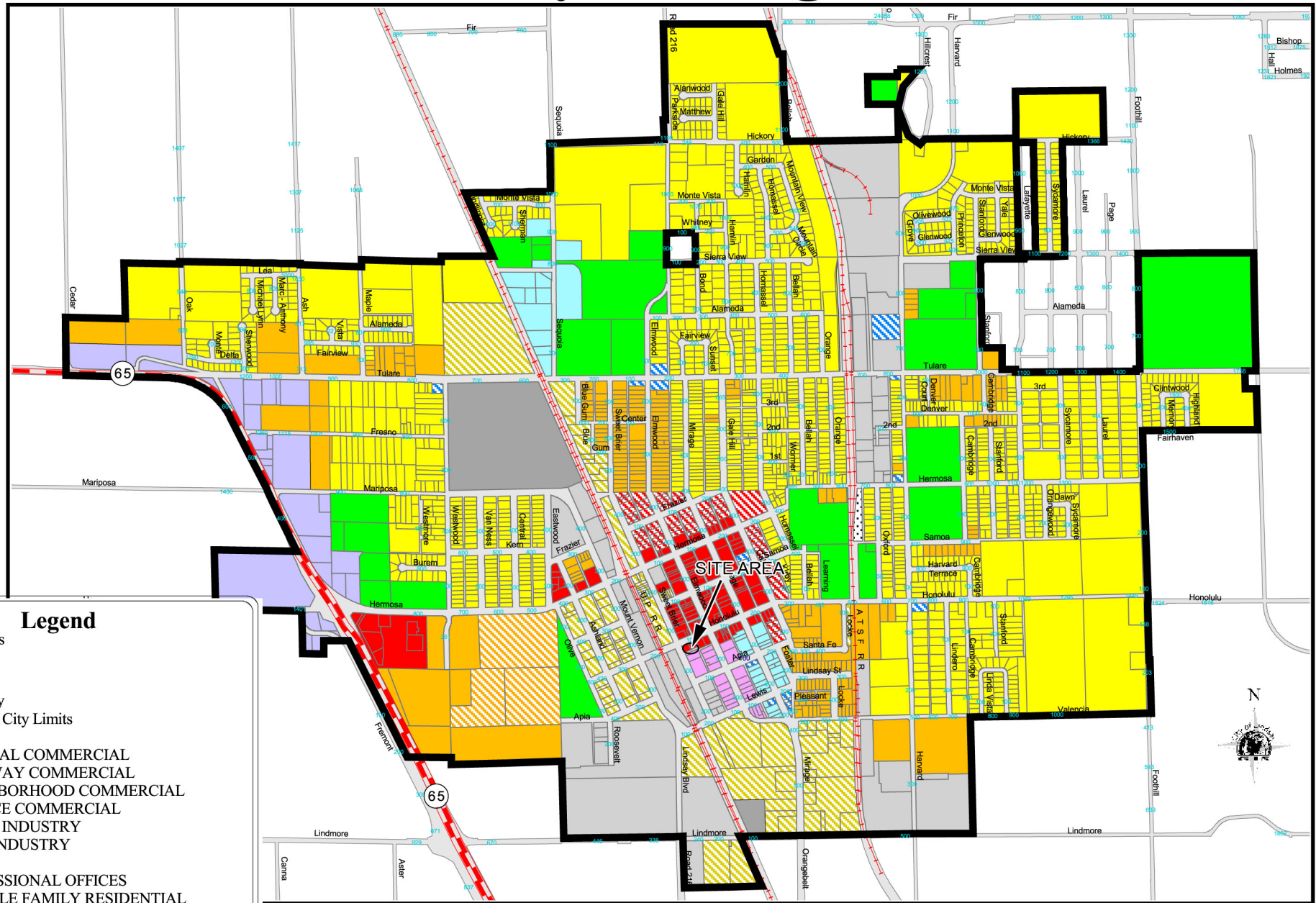
### *PUBLIC OUTREACH*

Posted in this agenda

### *ATTACHMENTS*

- Event Site Plan

# Lindsay Zoning



## Legend

- Block Address
- City Limits
- Railroad
- State Highway
- Parcel Within City Limits
- Zoning**
- (CC) CENTRAL COMMERCIAL
- (CH) HIGHWAY COMMERCIAL
- (CN) NEIGHBORHOOD COMMERCIAL
- (CS) SERVICE COMMERCIAL
- (IH) HEAVY INDUSTRY
- (IL) LIGHT INDUSTRY
- 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
- Tulare County
- Right of Way

1000 0 1000 2000 3000 4000 5000 Feet



Base Data Provided by Tulare County  
 Created by William Zigler  
 Community Development Department  
 Printed December 5, 2004

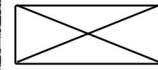
The Features Produced by These Data Are  
 Only Representations and Are Not Intended  
 for Legal or Survey Purposes.



HONOLULU STREET

THE  
ORANGE  
BAR

LEGEND



Table



Trash Can

- - - Temporary Fencing



Portable Toilets

A  
ALLEY  
H  
K  
R  
D  
Z  
H  
G

A  
ALLEY

OLD  
JAIL

AUTO REPAIR GARAGE



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: January 23, 2018  
AGENDA #: 5  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

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### 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.

---

### RECOMMENDATION

Staff recommends approval 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 has reviewed and addressed all public comments received and no changes to the environmental findings were made.

This request for approval is for the environmental work only.

---

### 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 205-040-005, 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.

---



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: January 23, 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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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 modifications
- Request additional information from staff
- Deny



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: January 23, 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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### *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 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:**

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



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: January 23, 2018  
AGENDA #: 5  
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

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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

HELD PUBLIC HEARING ON 1/9/18

### *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

**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 23, 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 23rd day of January, 2018.

ATTEST:

CITY COUNCIL OF THE CITY OF LINDSAY

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

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



# 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.

The purpose and need identified for this project include four main goals:

1. Increase pedestrian safety (for peak school hours)
2. Increase pedestrian safety (all year around)
3. Decrease vehicle speed (calm traffic)
4. Decrease greenhouse gasses (vehicle emissions)

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



Figure 3.1 Overview: Project location within City of Lindsay

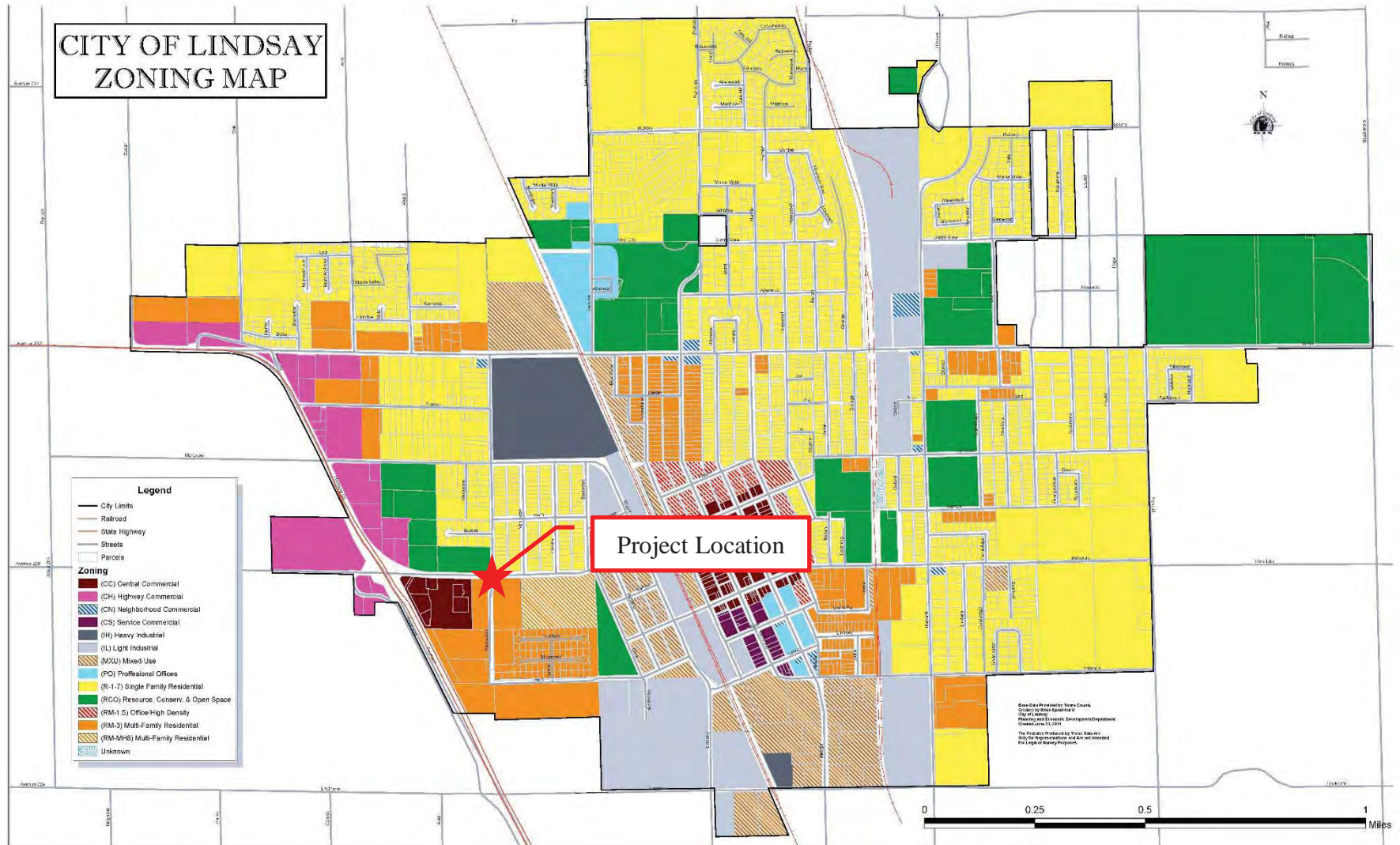


Figure 3.2 Site Aerial Photo



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

Signature: \_\_\_\_\_

Date: 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
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>
--

- 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 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 Title 24 standards were adopted to respond, amongst other reasons, to the requirements of AB 32. Specifically, new development projects within California after January 1, 2011 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11).

a). Less Than Significant Impact.

Construction: Greenhouse gas emissions, generated during construction, would include activities such as site preparation, grading, the construction of the 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**

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**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>

Hermosa Street Intersection Improvement - Tulare County, Annual

**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**



Hermosa Street Intersection Improvement - Tulare County, Annual

	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>

Hermosa Street Intersection Improvement - Tulare County, Annual

**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>

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**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
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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
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### 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.

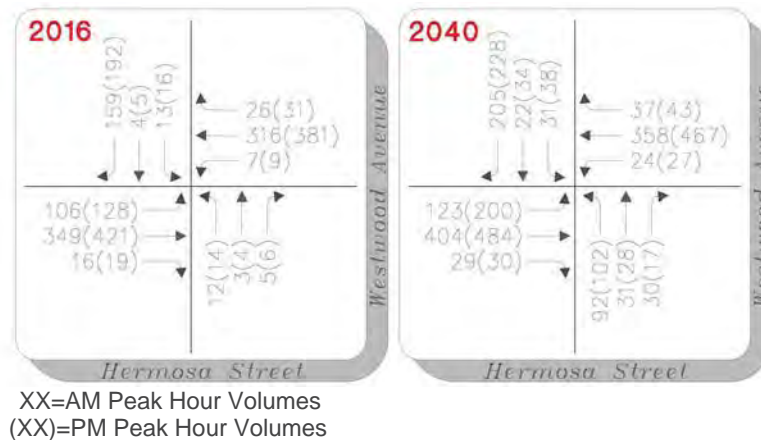


FIGURE 1: PEAK HOUR TRAFFIC VOLUMES

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.

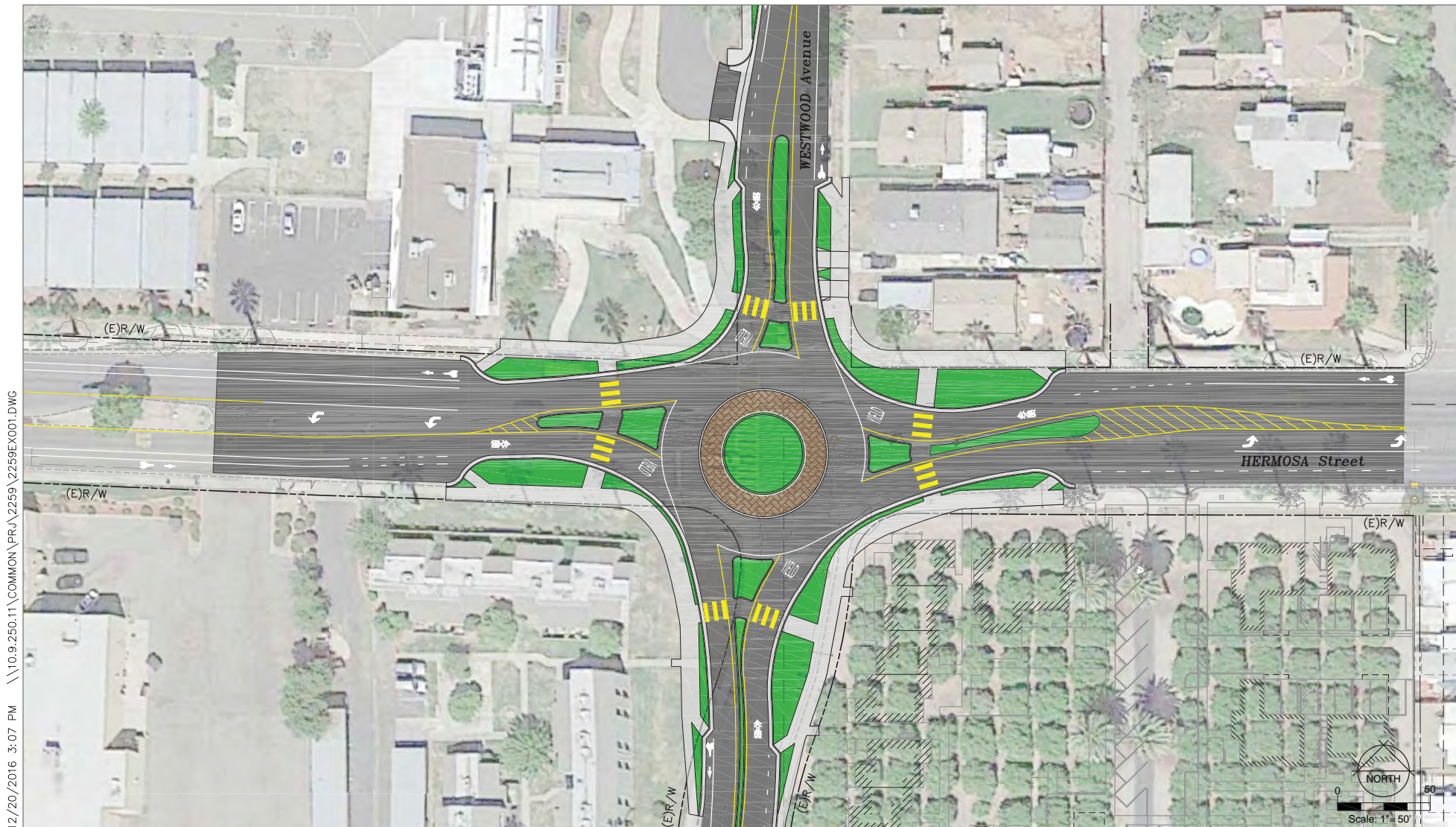
<sup>d</sup> Dominant lane on roundabout approach

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Organisation: OMNI-MEANS LTD | Processed: Wednesday, December 07, 2016 4:46:50 PM

Project: O:\PRJ\2259\T2259\SIDRA\Hermosa.sip7

# DRAFT PRELIMINARY LAYOUT



## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



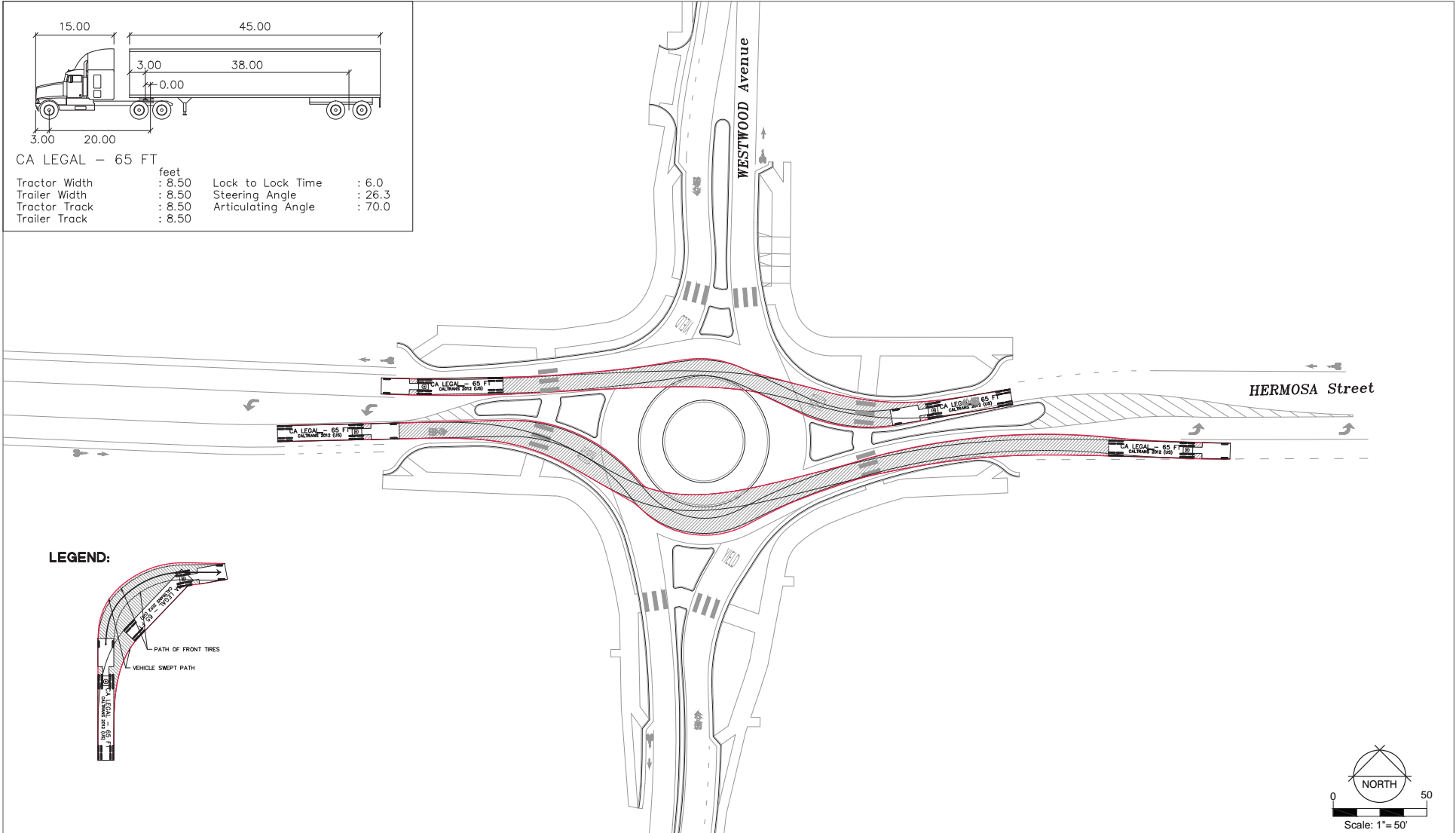
Lindsay, California

December 20, 2016  
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# CA LEGAL 50 TRUCK TURNS (THROUGH MOVEMENT ONLY)



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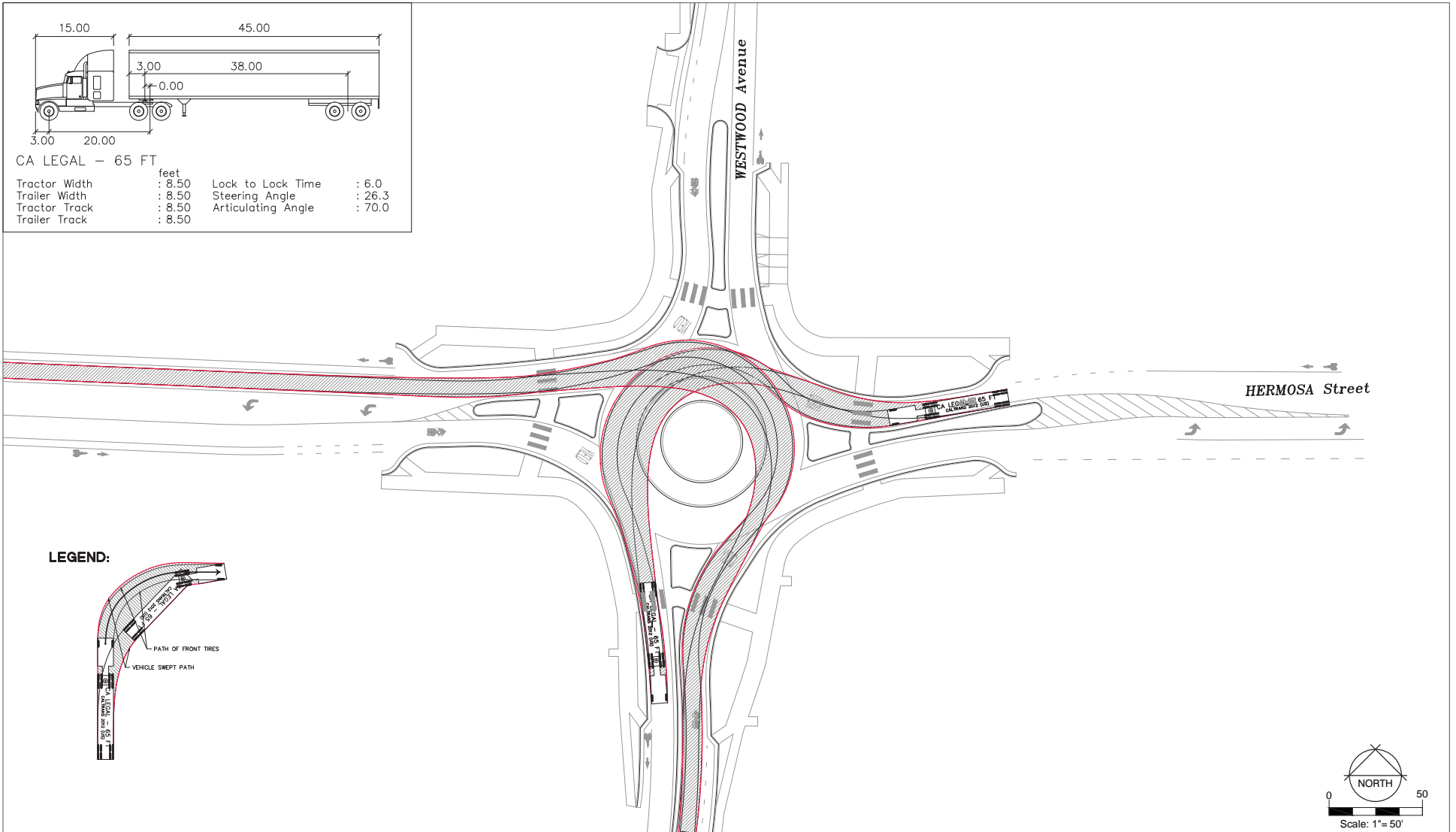
## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



Lindsay, California

December 20, 2016  
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# CA LEGAL 50 TRUCK TURNS (LEFT-TURN MOVEMENT ONLY)



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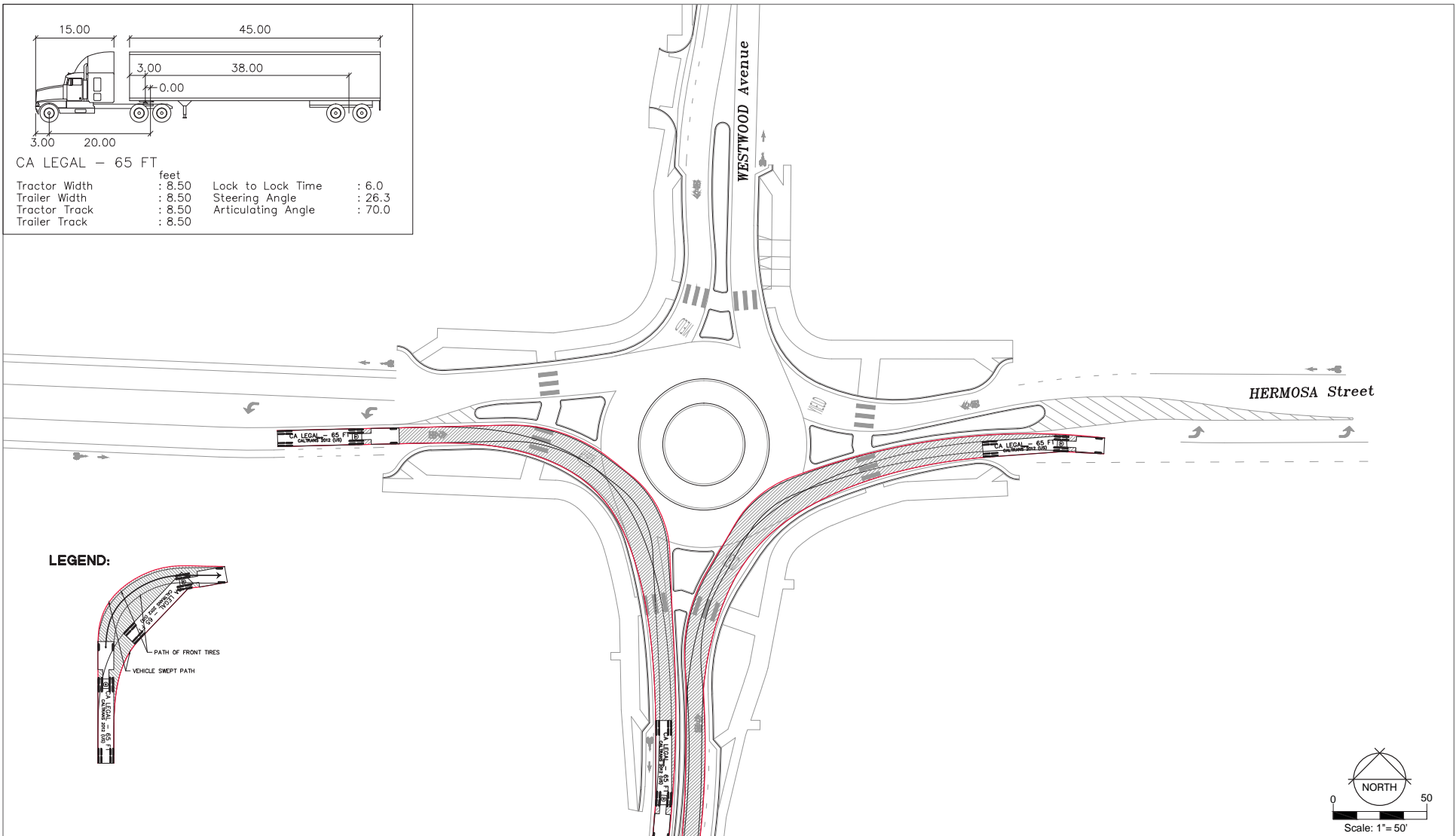
## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



Lindsay, California

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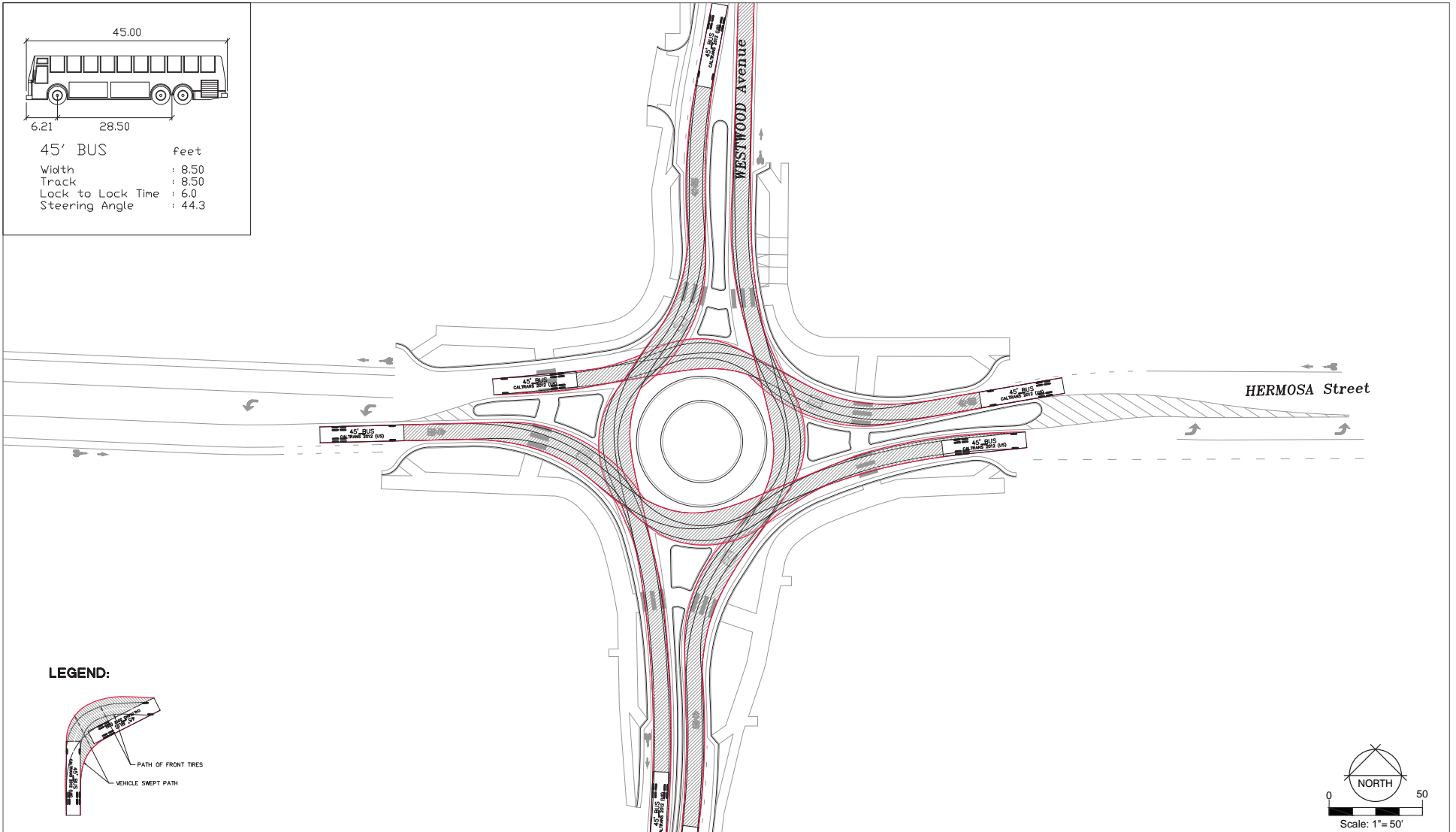
## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



Lindsay, California

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# BUS 45 TURNS (THROUGH MOVEMENT ONLY)



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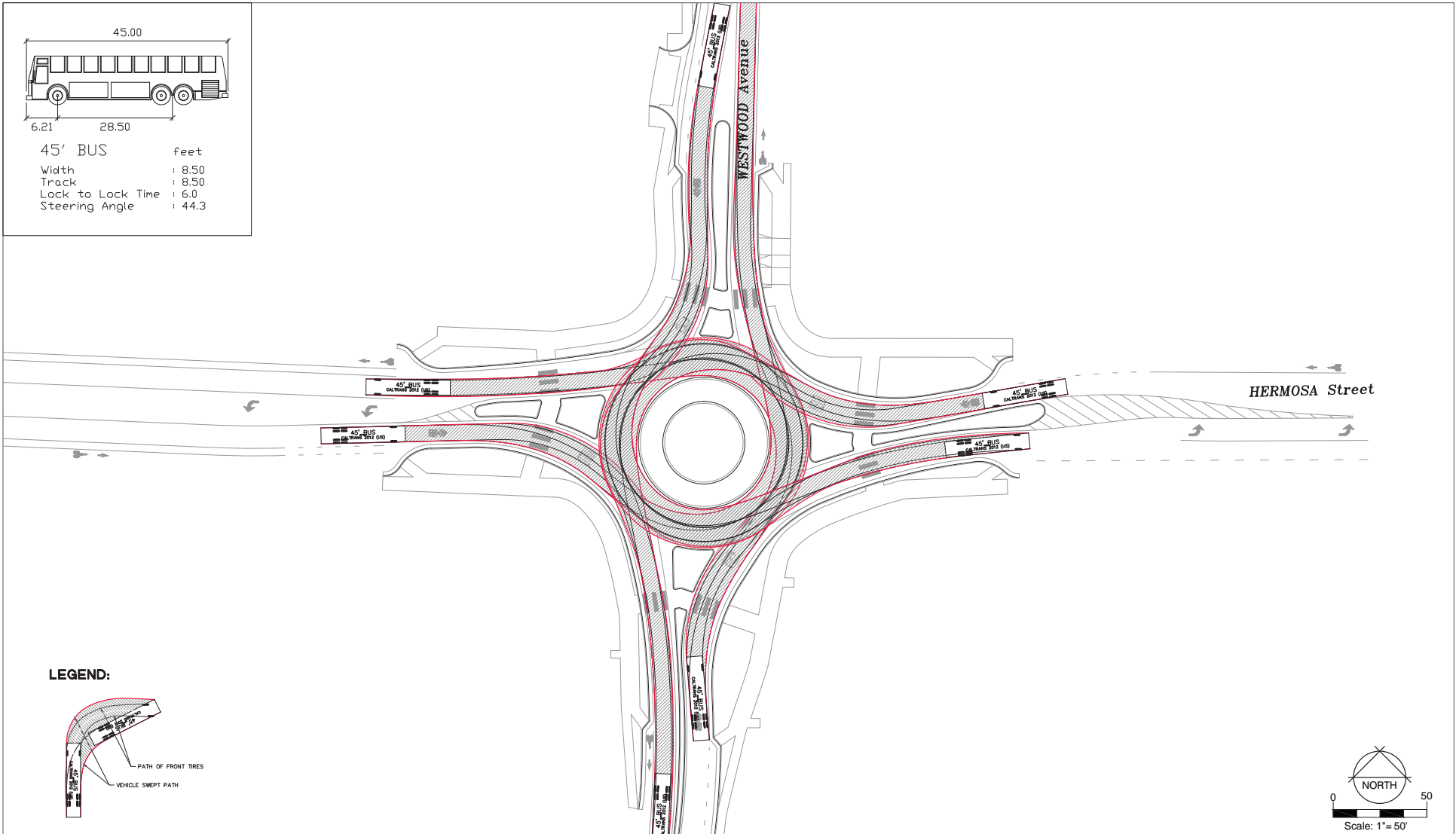
## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



Lindsay, California

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



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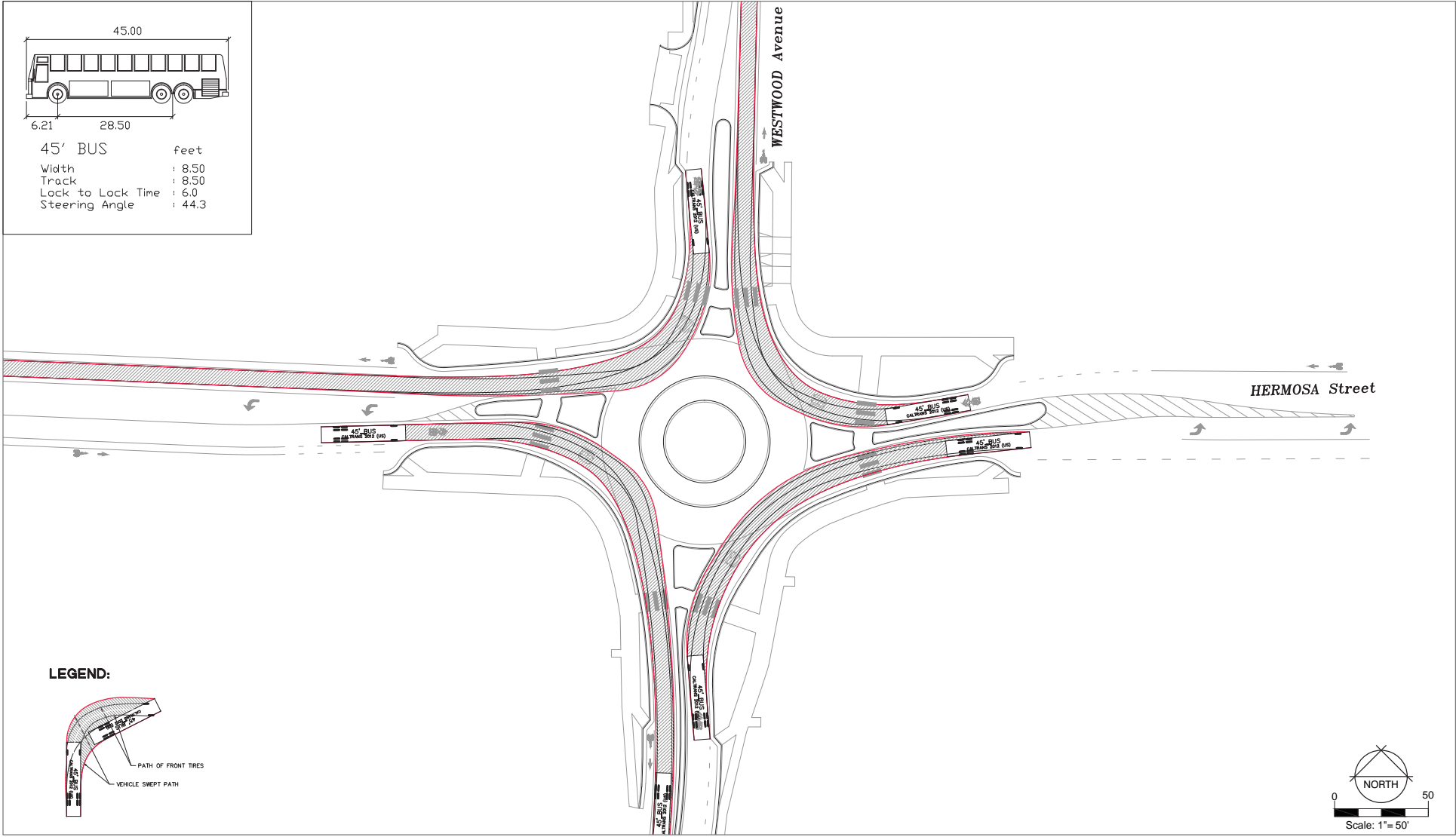
## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



Lindsay, California

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# BUS 45 TURNS (RIGHT-TURN MOVEMENT ONLY)



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## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



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# FASTEST PATH

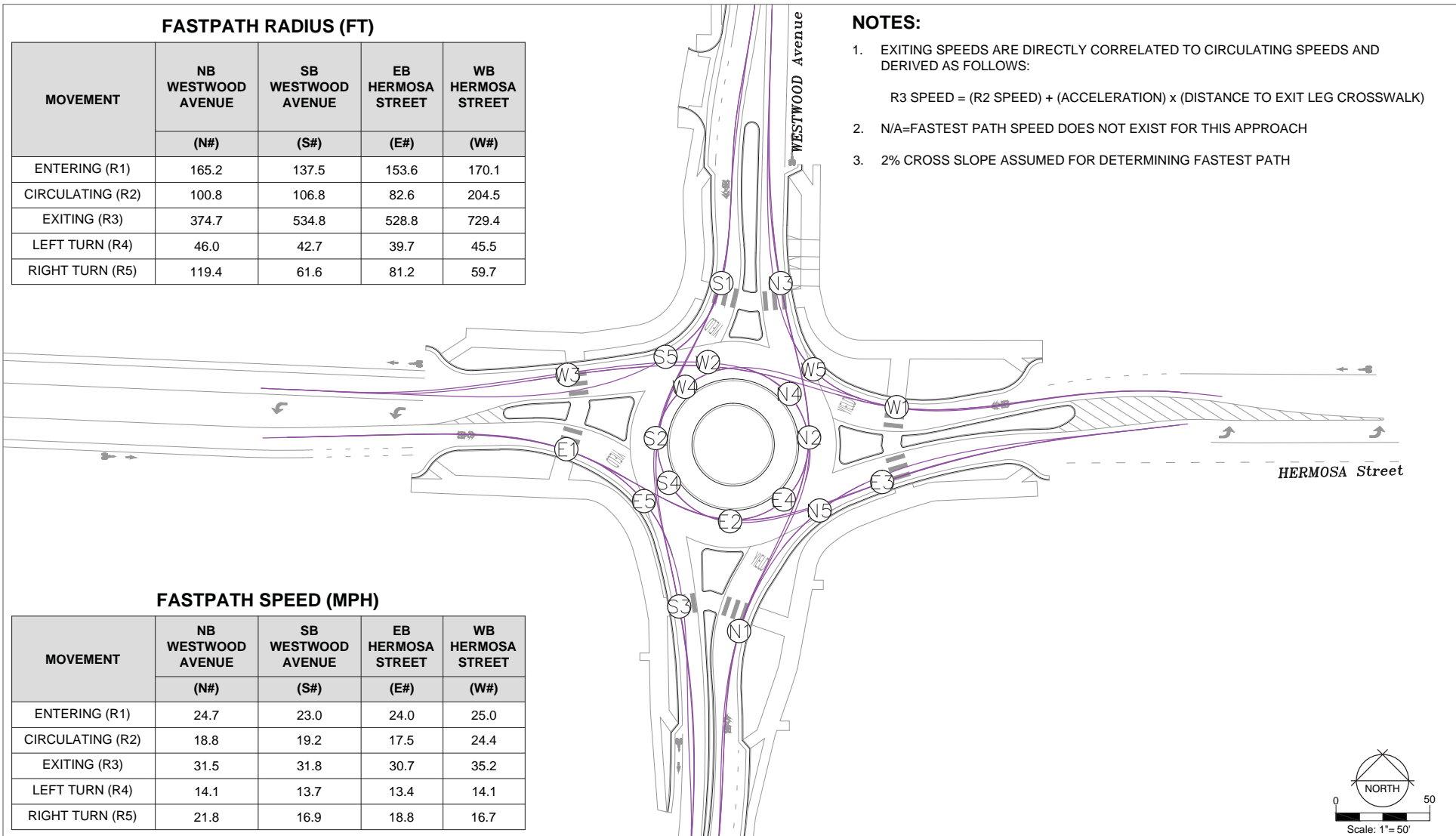
**FASTPATH RADIUS (FT)**

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:**

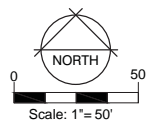
- EXITING SPEEDS ARE DIRECTLY CORRELATED TO CIRCULATING SPEEDS AND DERIVED AS FOLLOWS:  
 $R3 \text{ SPEED} = (R2 \text{ SPEED}) + (\text{ACCELERATION}) \times (\text{DISTANCE TO EXIT LEG CROSSWALK})$
- N/A=FASTEST PATH SPEED DOES NOT EXIST FOR THIS APPROACH
- 2% CROSS SLOPE ASSUMED FOR DETERMINING FASTEST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

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**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



## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



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# INTERSECTION SIGHT DISTANCE

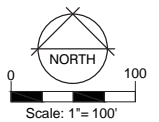
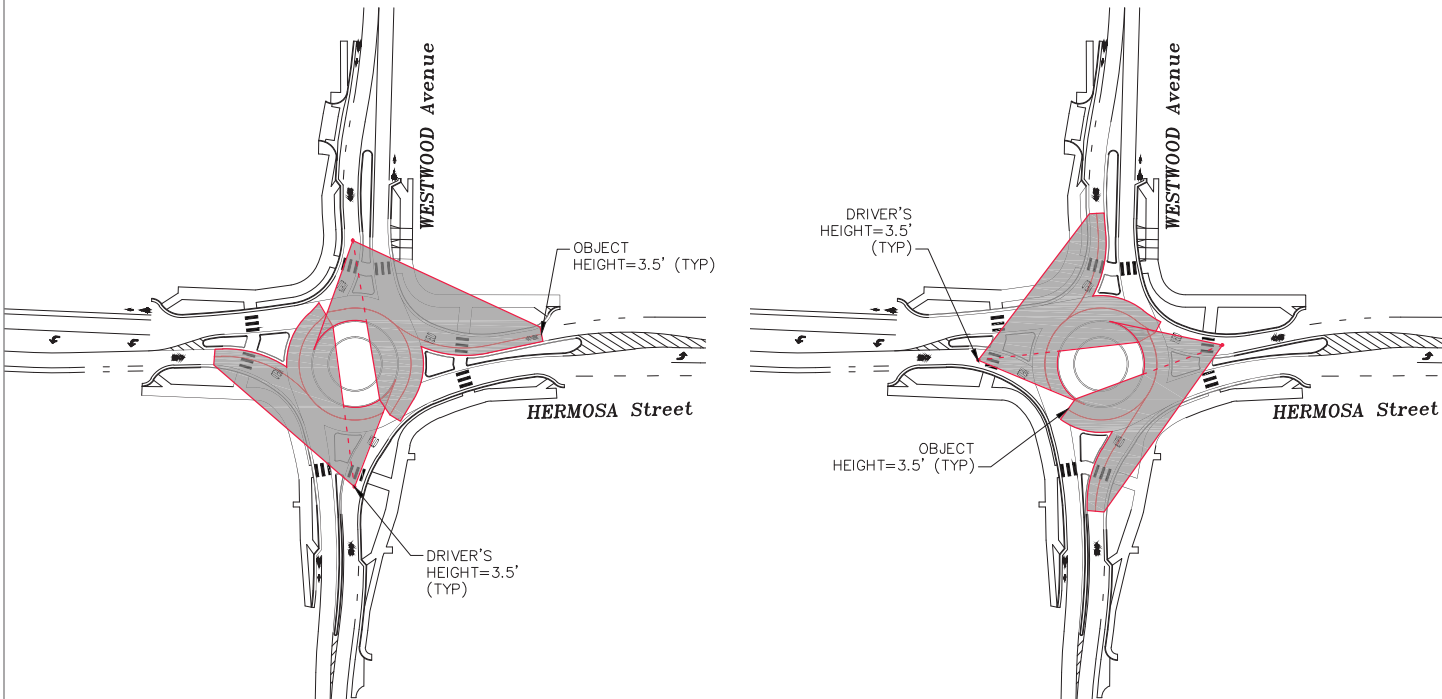
**NOTE:**  
INTERSECTION SIGHT DISTANCE IS MEASURED USING AN ASSUMED DRIVER'S EYE HEIGHT OF 3.5 FT AND AN ASSUMED OBJECT HEIGHT OF 3.5 FT.

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



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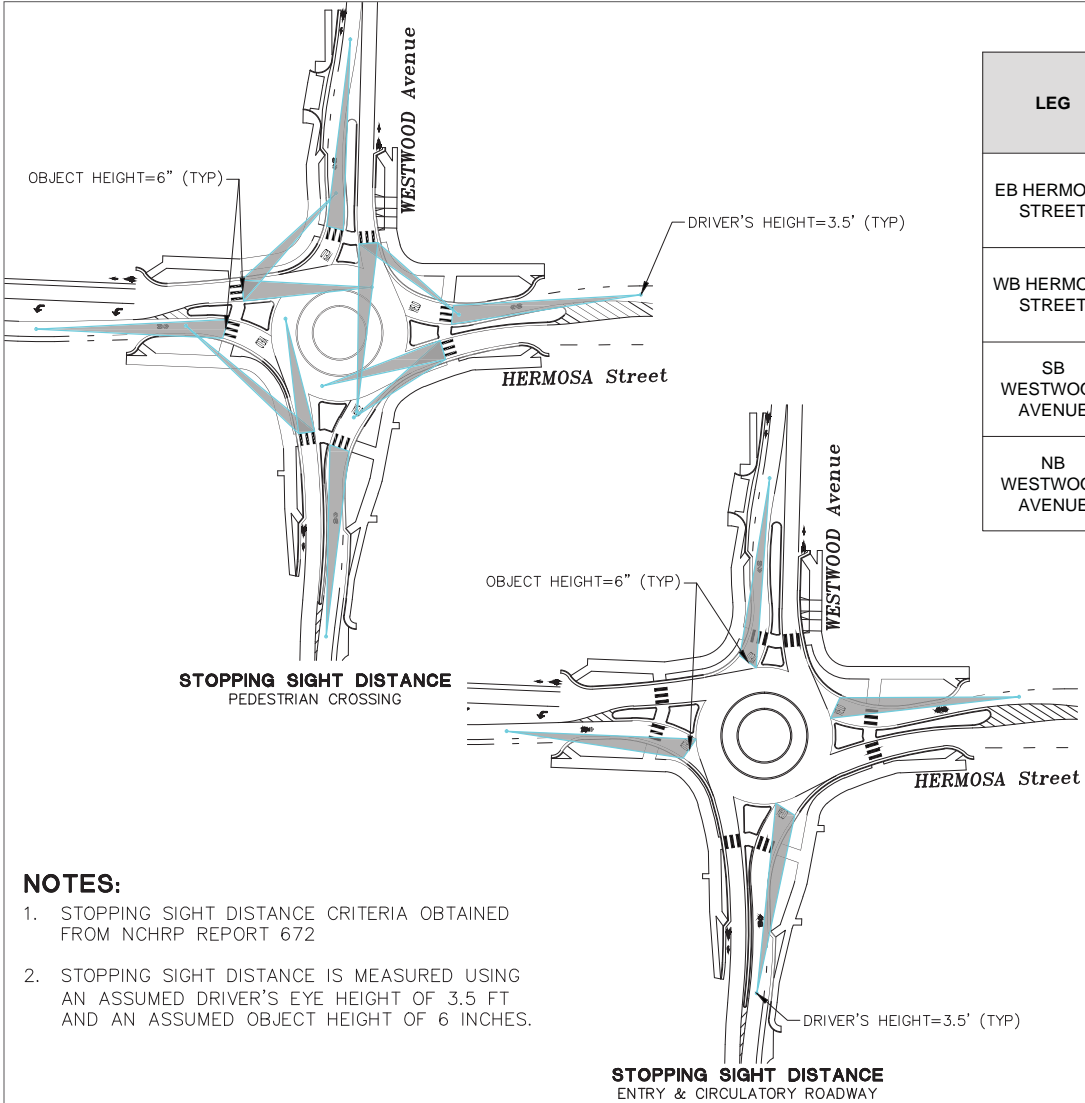
# STOPPING SIGHT DISTANCE

STOPPING SIGHT DISTANCE TO PEDESTRIAN CROSSING

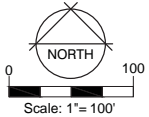
LEG	APPROACH		CONFLICTING SPEED	SIGHT TRIANGLE LENGTH
			(MPH)	(FT)
EB HERMOSA STREET	EB HERMOSA STREET	INITIAL SPEED	25.0	152.4
	SB WESTWOOD AVENUE	RIGHT TURN (V5)	18.8	103.3
	WB HERMOSA STREET	CIRCULATING SPEED (V2)	19.2	106.6
WB HERMOSA STREET	WB HERMOSA STREET	INITIAL SPEED	25.0	152.4
	NB WESTWOOD 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

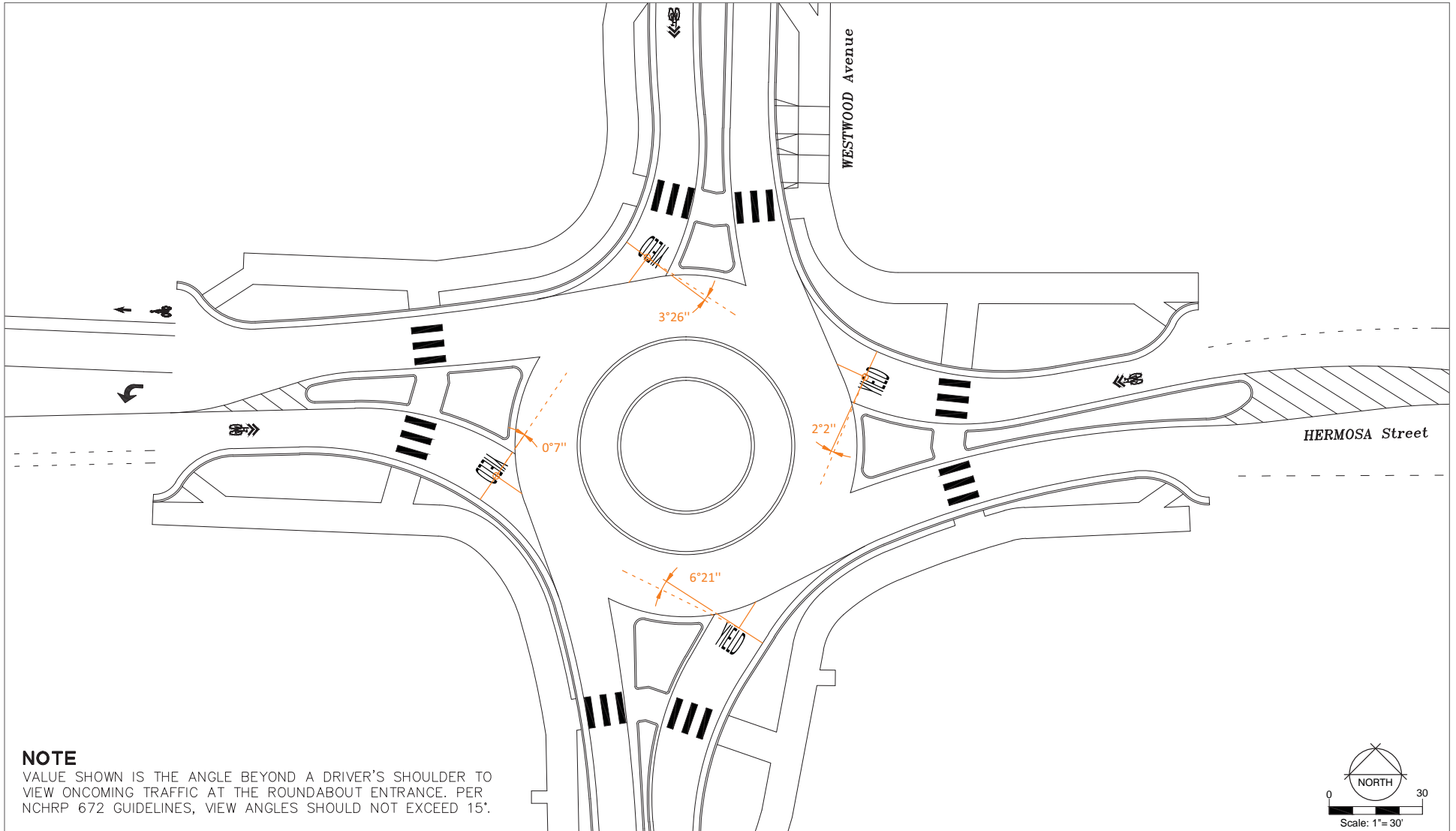


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# VIEW ANGLES



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## HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT



Lindsay, California

December 20, 2016  
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### 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.

COMMENTS:		
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/Page 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/Page 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

#### 14.0 APPENDIX E: WELLNESS CENTER PUBLIC MEETING

A public meeting was held on January 4, 2018 to provide project information to the public as well as collect any questions or concerns they had regarding project details. A total of 36 members of the public signed-in at the event. The following is a list of questions, comments, and concerns addressed to City 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.

Comments:		
Public Comments:	Staff Comments:	Section/ Page Number
Incident in Farmersville/Sundale (Fatality)	After researching past newspaper articles, staff believes this comment is referring to a traffic accident at the intersection of Avenue 240 and Road 140 which resulted in the loss of a child. This intersection is designed as a two way stop, similar to the current Westwood and Hermosa existing intersection. The circumstances of this "T-Bone" accident justify the quick response from Tulare County. It is not known if this is the permanent solution.	N/A
The proposed roundabout cost is \$1.4 million, while City Staff stated a 4-way stop cost is \$300,000 on 12/2/17	While staff agrees the cost of a 4-way stop for this specific intersection would cost less than a roundabout, the project cost is not one of the four project needs identified. While it may cost less money, a 4-way stop will lead to an increase in vehicle emissions thus leading to environmental impacts. In addition, the funding for the proposed project is sourced from a combination of Grants and Measure R Funds. By comparison, a 4-way stop would require City funding which currently is not within the City budget.	N/A
Existing roundabout allows (drivers) to change direction	Staff agrees with this comment. Please refer to the included Draft Preliminary Layout for further details.	Page 83
Helps prevent pedestrian accidents	Staff agrees with this comment. Please refer to discussion points identified in the Transportation/Traffic section.	6.16, Page 33
People don't use crosswalks at current roundabout	Staff is pursuing signage to be applied at the existing and proposed roundabouts in addition to educational materials to increase driver and pedestrian safety.	N/A
This intersection is not ideal for a roundabout per IIHS 2017	Staff believes this comment is referring to a Q & A section regarding roundabouts found on the IIHS website. Specifically, staff believes the comment is regarding the following statement: "Intersections with highly unbalanced traffic flows (that is, very high traffic volumes on the main street and very light traffic on the side street) and isolated intersections in a network of traffic signals often are not ideal candidates for roundabouts." While staff does not dispute the validity of this claim, staff would also like to point out that an organization as large as IIHS likely sourced roundabout data from across the United States which largely skews the data towards large roundabout projects in major metropolitan areas. Staff believes that the difference between what a local Lindsay native and IIHS refer to as "very high traffic volumes" would be extremely disproportional. In addition, IIHS refers to these circumstances as not ideal, however staff maintains that the proposed roundabout is more ideal in comparison to	N/A

	alternatives such as a 4 way stop sign or stop light intersection.	
I like the current roundabout because I don't have to stop	Staff agrees with this comment.	N/A



Concerns:		
Public Concerns:	Staff Comments:	Section/Page Number:
People don't understand how to use roundabouts.	While CEQA does not address driver's safety/education as a required subject to determine findings, staff is currently researching possibilities to create and distribute educational resources on how to safely navigate a roundabout.	N/A
Roundabout does not promote circulation	Contrary to this concern, Omni-Means reports the proposed project will provide acceptable peak hour Level of Service through the year 2040.	Pages 75-94
Cost vs. safety	This specific project, as proposed would maximize safety and minimize cost to the City. While the project is estimated to cost \$1.4 million dollars, it is important to identify the funding for this project is sourced from grant and Measure R funds. No City funds are associated with this project.	3.1, Page 4  Page 7
Squeezing down of lanes leads to blocking of circulation	Contrary to this concern Omni-Means reports the proposed project will provide acceptable peak hour Level of Service through the year 2040.	Pages 75-94
Buffer zone to slow down/lights at crosswalk	This project will include proper signage and flashing crosswalk signs to ensure traffic has ample warning when approaching the intersection.	3.1, Page 4
Grant money is theft	Staff has no comment as this concern does not refer to any design or CEQA related portion of this project.	N/A

Questions:		
Public Questions:	Staff Comments:	Section/Page Number:
What is the safest method?	Currently the safest, viable, alternative known to staff is the proposed roundabout.	3.5, Pages 8-10
Is the roundabout going to have pedestrian lights?	Yes, current designs include pedestrian lights.	3.5, Page 8
Why are we doing a roundabout now?	While the need for a solution has been identified since 2006, funding was always the main limitation. Self-Help Enterprises qualified for grant funding that can only be applied to projects that reduce vehicle emissions. Grant funding in combination with Measure R funds have finally made this project attainable.	3.2, Page 7
What are the cons of a roundabout?	While staff has no findings of cons that will impact the environment, the main downside of a roundabout is lack of driver education. Staff has received a handful of comments relating to misconceptions about how to properly navigate a roundabout. To address this, staff is currently exploring the possibility of generating educational material to assist drivers in safely navigating roundabouts.	N/A
How are learners going to be walked across?	City staff is currently working with representatives of Lindsay Unified School District to determine if crossing guards would still be necessary. The final decision will not affect the findings made in this document.	N/A
Will there be crossing guards?	City staff is currently working with representatives of Lindsay Unified School District to determine if crossing guards would still be necessary. The final decision will not affect the findings made in this document.	N/A
What is the reduction of asphalt?	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.	3.2, Page 7
Why not a four way stop sign/signal?	Both 4 way stop sign and signalized intersection alternatives were considered but abandoned as they failed to meet the purpose and need.	3.5, Pages 8-10
Why don't they meet the criteria?	This project requires four main goals to be achieved through its design: increase in pedestrian safety during school peak hours, increase pedestrian safety all year around, decrease vehicle emissions, and decrease vehicle speed. The four way stop sign and signalized intersection alternatives fail to meet one or more of these four goals.	3.5, Pages 8-10
Why doesn't Exeter have a roundabout at their school?	The City of Lindsay has no jurisdiction over the City of Exeter and is therefore unable to comment on reasons why they do not have a roundabout at their school.	N/A

## 15.0 APPENDIX F: CITY COUNCIL MEETING PUBLIC HEARING COMMENTS

A public hearing was held on January 9, 2018 to provide project information to the public as well as hold a public hearing to receive public comments regarding project details. A total of 6 members of the public and staff provided documents for the record. The following is a list of summarized comments in response to each comment and rebuttal.

Comments Received in Support of Project:		
Public Comment:	Staff Comments:	Section/ Page Number:
<p>Self-Help Enterprises CEO – Mr. Callishaw:</p> <p>Addressed the Council regarding the value of and importance of the housing development. The first issue to address was the traffic near the location. The site will have over 50 families. The proposed project will support the needs and safety of these families. New things are hard for people sometimes. Self Help Enterprises (SHE) supports it.</p>	Staff agrees with this comment.	N/A

Comments Received in Opposition of Project:		
Public Comment:	Staff Comments:	Section/Page Number:
<p>Mrs. Gutierrez:</p> <p>She was not sure about the roundabout until last week when she sat back and reviewed the plans, the roundabout is the only thing that makes sense. A four-way stop would be a nightmare with too many lanes.</p>	Staff agrees with this comment, and considers it a comment in support of the project rather than in opposition.	N/A
<p>Mrs. Matta:</p> <p>Expressed that she does not understand how to use a roundabout. Has not heard about accidents until she heard rumors. Other people decided to not to go to the meeting. Met Councilmembers Watson and Cortes at the meeting. Made suggestions about how to conduct a meeting. Discussed roundabouts in other cities and how other communities have enhanced their roundabouts. Shared her experiences around that intersection. Would like examples like Jefferson school. Believes the decision the Council makes will be the right decision. Expressed the people will trust the decision the Council makes.</p>	Staff agrees that driver’s education materials should be pursued as a step to ensure increased driver safety. Regarding rumors of accidents at the existing roundabout, staff believes that it is highly possible that many accidents are simply not reported to Public Safety. Minor accidents may not require the need for a police report thus the resulting low number of accidents reported. Regarding the request for examples, due to design factors such as population size, average daily traffic numbers, adjacent land uses, and adjacent intersection designs it is very difficult to locate an example that would accurately portray the project as proposed.	N/A
<p>Mrs. Scott:</p> <p>Expressed concerns for elderly residents. Works as Taco Bell and has not seen accidents there. Expressed belief that elderly residents cannot drive through a roundabout. It will make it difficult for them to get to Save Mart. Expressed how people do not know how to use a roundabout.</p>	Staff agrees that driver’s education materials should be pursued as a step to increased driver safety.	N/A

<p>Mrs. Wischemann:  Shared comments about the Environmental Document. Talked about how the roundabout will reduce the traffic down to one lane. Addressed congestion on Westwood when school begins or ends at Jefferson school. Thought maybe the school district could help with the roundabout. Talked about how she does not understand how crossing guards will help the children across the street and would like to see examples. People have ideas of how to improve the parking at Jefferson school. People want to be a bigger part of the solution.</p>	<p>Staff encourages Mrs. Wischemann and all members of the public to schedule an appointment with City Staff or School District representatives regarding any comments or concerns pertaining to the design and/or implementation of the roundabout.</p> <p>Omni-Means is currently conducting a circulation study at Jefferson Elementary to identify potential solutions for parking, circulation, and pedestrian safety.</p>	<p>N/A</p>
<p>Mr. Ortiz:  Recapped concerns and people not wanting to experience change. Lives two houses from the proposed roundabout. Is blocked out of his house during school start and stop times. Has contacted the City, which has been willingly considerate of the concerns. The school and city are not saying the same thing. The school principal plans to block the roads even after the roundabout is constructed. Concerned how he can leave and come home. The Principal has ordered more signs to block the road. He will be blocked either way (with or without roundabout). The concern in the end is the school will block the road even though the City has said they will not be blocked.</p>	<p>Staff agrees with this comment and will pursue an open dialogue with Mr. Ortiz and the School District to explore alternatives to prevent these identified issues. Staff is committed to effective communications with the School District to address all concerns from neighboring properties and the public.</p>	<p>N/A</p>

Rebuttals:		
Rebuttal:	Staff Comments:	Section/Page Number:
Self-Help Enterprises CEO – Mr. Callishaw: SHE did not bring this solution to the City. SHE proposed a housing development and helped with a solution. The grant funds are only available for the reduction of greenhouse gasses. Those are very competitive to get.	Staff agrees with this rebuttal.	N/A
City Manager – Mr. Zigler: Expressed regret the Mr. Ortiz heard what he did from the principal. Zigler met with the school district maintenance director who expressed there is nothing off the table. The Principal must not be familiar with the study. The dialogue tonight is to only get the students safely over the street. Submitted documents on roundabout safety to the public record. Staff is committed to helping Mr. Ortiz find a better solution to his situation. Invited public to bring ideas that meet the requirements of the grant.	Staff agrees with this rebuttal. Documents received are addressed in Appendix G.	Appendix G
Finance Director – Mr. Harmon: Expressed experience with living next to Shannon Ranch Elementary roundabout and how a single crossing guard can handle the entire roundabout. At times in the past they have used two crossing guards. Talked about how the children wait at each corner and how the crossing guards escort them across. The students have adapted to the roundabout procedures very well with even young grade students able to use it without an adult accompanying them.	Staff agrees with this rebuttal.	N/A
Mrs. Matta: Is not sure how the crossing guards would work. Expressed confusion over how roundabouts work and how others may be confused about how to use them. Questions statistics about accidents.	The design and implementation of the proposed roundabout is not finalized. Staff invites all members of the public to schedule an appointment with either City staff or representatives from the School District to provide input.	N/A
Mrs. Scott: Does not believe the roundabout would work like it does other places. Concerned about elderly.	Staff is pursuing the development of educational materials to increase driver and pedestrian safety.	N/A

Council Comments:		
Council Comments:	Staff Comments:	Section/Page Number:
<p><b>Councilman Velasquez:</b>  The roundabout has been a discussion for years. The City has reviewed roundabouts many other places. People are concerned at first because they do not understand the process. Opinions change. Has seen severe accidents in the area on the highway 43 roundabout as he travels to work. Since the roundabout has been installed there, he has not seen a severe accident. Many cars use the roundabouts in the City, so use it not in question. Need to look at training for seniors through the senior center to help them know how to use a roundabout. He would like to find a way to help Mr. Ortiz with the blocked road at the school. The administration at LUSD is in favor of the roundabout and working with City staff to ensure the situation is safe and well considered. A roundabout is not a new thing. Roundabout work and save lives.</p>	<p>Staff agrees with this comment.</p>	<p>N/A</p>
<p><b>Councilman Watson:</b>  Expressed appreciation for heart-felt concerns. Hopefully the passion felt here tonight can be expressed to the school district too. Jefferson school is in a difficult location. The City is trying to make the best of situation. Added to the public record a report from 2017 from the federal highway commission on roundabouts. The report talks about the importance of education.</p>	<p>Staff agrees with this comment.  Documents received are address in Appendix G.</p>	<p>Appendix G</p>
<p><b>Mayor Pro Tem Salinas:</b>  During Orange Blossom time, we sell tickets at Bob’s drive-in. I have seen some cars hit there and have seen cars hit at 4-way stops. He would not be supportive of multi-lane roundabout, but the reduced to one-lane roundabout works. The signage at the calming circle near his neighborhood has helped.</p>	<p>Staff agrees with this comment.</p>	<p>N/A</p>

**16.0 APPENDIX G: CITY COUNCIL MEETING PUBLIC HEARING DOCUMENTS**

A public hearing was held on January 9, 2018 to provide project information to the public as well as hold a public hearing to receive public comments regarding project details. A total of 5 members of the public and staff provided documents for the record. The following is a list of summarized comments in response to each document, followed by scanned copies of the document received.

Documents Received:		
Brief Description of Document:	Staff Comments:	Section/ Page Number
<p>Letter of Objections and Comments – Mr. Harriman: Submits four comments/objections to the proposed project summarized as follows:</p> <ol style="list-style-type: none"> <li>1. This project does not give adequate notice of hearing pertaining to the specific project and its location as required by the Ralph M. Brown Open Meeting Law.</li> <li>2. Refers to an additional letter submitted by Lisa Y. Flores pertaining to the CEQA environmental review documents.</li> <li>3. Claims the Mitigated Negative Declaration for this project fails to address: <ul style="list-style-type: none"> <li>• The reasonably feasible alternatives of a signalized stoplight and/or stop signs.</li> <li>• The conflicts and inconsistencies with the General Plan Circulation Element, resulting from significant cumulative impacts of the Hermosa Street and Elmwood Avenue roundabout to the circulation on a major arterial identified in the City General Plan.</li> <li>• The legal inadequacy of the City of Lindsay General Plan as previously provided in the case of Wischemann v. City of Lindsay re Embree Assets, which is currently on appeal in the Fifth District Court of Appeal.</li> <li>• The Environmental Justice issues raised by the</li> </ul> </li> </ol>	<p>Staff provides the following responses, listed in the same order as the comments/objections in the subject letter:</p> <ol style="list-style-type: none"> <li>1. Planning staff ensured all notice requirements were satisfied per CEQA. While staff believes the project was noticed adequately, additional steps will be taken for future projects to ensure greater detail is included on posted agendas. Staff encourages members of the public to reach out to City representatives should there be any questions regarding items on an agenda.</li> <li>2. Staff will review and respond to this letter separately. Please refer to additional comments in this appendix.</li> <li>3. Staff responses as follows: <ul style="list-style-type: none"> <li>• As you point out in your letter, the City budget is currently very limited. Staff makes every consideration necessary before spending public funds. The alternatives of intersection improvements that include stop signs or stop lights were both considered, however the funding sources for this proposed project require the design to decrease greenhouse gasses and neither stop signs nor stop lights achieve this requirement. The proposed roundabout would not be paid for with City funds and is the design staff recommends as it achieves the goals identified without using City money.</li> <li>• The existing roundabout achieves adequate Level of Service as identified in the Lindsay General Plan (p.50). In addition, the proposed roundabout does take into</li> </ul> </li> </ol>	<ol style="list-style-type: none"> <li>1. N/A</li> <li>2. N/A</li> <li>3. Pages 75-94</li> <li>4. 3.2, Page 7</li> </ol>

<p>residents of the City of Lindsay at the informational meeting held on Thursday, January 4, 2018.</p> <p>4. The Documentation for the proposed project fails to include adequate information regarding the expenditure of scarce public resources required by Code of Civil Procedure section 526a (waste of public funds)</p>	<p>consideration the existing roundabout and still achieves a projected Level of Service identified as adequate. The Lindsay General Plan specifically states “Improvements to Arterial and Collector streets should be made on a highly selective basis which seeks to improve capacity, flow and safety by the use of traffic engineering solutions where feasible as compared to major structural improvements.” The proposed roundabout is shown to maintain or improve capacity, flow and safety where feasible when compared to existing conditions. By comparison, the proposed roundabout would improve capacity, flow and safety where feasible when compared with a stop sign or stop light design.</p> <ul style="list-style-type: none"> <li>• Staff will continue to utilize the existing General Plan as the latest legal judgement (dated August 25, 2017) in the case you are referring to has deemed there is no legal requirement for the City of Lindsay to update the current General Plan.</li> <li>• As proposed, this project will serve an impoverished community. Specifically, this project is located adjacent to an under-construction apartment complex that will house impoverished families as well as near existing apartment complexes that also house impoverished elderly and more families. While a newer requirement, Environmental Justice has always been a main consideration for staff for all projects. The need for a solution has been identified since 2006. The City finally has the opportunity to make improvements to this intersection that will improve the quality of life for low income families without</li> </ul>	
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	<p>impacting the environment. Therefore, staff disagrees with this comment and argues the basis of this proposed project is in effort to achieve environmental justice.</p> <p>4. Staff disagrees with this comment. The document clearly identifies funding sources to only include grant funding from the Strategic Growth Council's Affordable Housing and Sustainable Communities program, and CalTrans funds from the Surface Transportation Program and Measure R program. No funding will be sourced from the City budget. As such, staff finds this comment to be irrelevant.</p>	
<p>City of Lindsay Agenda Item 5: PPN 17-09 Letter – Mrs. Flores: Submits four issues regarding the proposed project, summarized as follows:</p> <ol style="list-style-type: none"> <li>1. Claims no project timeline or schedule was submitted with the agenda package.</li> <li>2. Claims the projected Level of Service does not justify construction of the project.</li> <li>3. Requests: <ul style="list-style-type: none"> <li>• Discussion regarding truck route changes due to proposed design of project.</li> <li>• Discussion regarding the definition of “high risk” and “high risk” accidents that have occurred at this intersection.</li> <li>• Discussion regarding the cost effectiveness of a stop light and the connected removal of the need for the imminent domain process to occur.</li> <li>• Discussion regarding the limited to no change of level of service as proposed.</li> <li>• Discussion regarding sight distances in the heavy/dense fog season.</li> </ul> </li> <li>4. Claims there is no discussion pertaining to ADA or environmental justice.</li> </ol>	<p>Staff provides the following responses, listed in the same order as the comments/objections in the subject letter:</p> <ol style="list-style-type: none"> <li>1. While the council documents specifically state “Roundabout construction is scheduled to begin in June 2018.” Staff did not feel it is necessary, nor is it required to include a specific breakdown of the project schedule, especially as the need to satisfy CEQA requirements had the potential to alter the project schedule. If this project does obtain approval for the CEQA related documents, then staff will be able to finalize a projected schedule for this project and would include it in the final design approval process.</li> <li>2. Staff disagrees with this comment as “Achieving an increased Level of Service” is not a project need or goal. The needs/goals of this project are identified to be: <ul style="list-style-type: none"> <li>• Increase school related pedestrian safety.</li> <li>• Increase pedestrian safety year-round.</li> <li>• Decrease vehicle speed</li> <li>• Decrease vehicle emissions (greenhouse gasses)</li> </ul> <p>The main reason why staff included data pertaining to the Level of Service was to show it would not cause any issues as proposed.</p> </li> <li>3. Staff responses: <ul style="list-style-type: none"> <li>• No truck routes are proposed to be changed as a result of this</li> </ul> </li> </ol>	<ol style="list-style-type: none"> <li>1. 3.4, Page 7</li> <li>2. 3.5, Pages 8-10</li> <li>3. 3.2, Page 7</li> <li>4. N/A</li> </ol>

	<p>project. The diagram you refer to indicates it is possible for larger vehicles to safely navigate the roundabout. While trucks are not encouraged to access areas outside the designated truck route, the City of Lindsay does not prohibit trucks from deviating from the designated truck routes as it may be necessary for a home renovation, furniture or appliance delivery, or for emergency vehicles that need to respond to the community.</p> <ul style="list-style-type: none"> <li>• Staff disagrees with this comment as the document specifically discusses the increased pedestrian and traffic use of this intersection in the morning and afternoon. In addition, the document also discusses the existing 66 lineal feet of pedestrian crossing that is subject to vehicle interaction compared to the proposed 22 lineal feet of pedestrian crossing that would be subject to vehicle interaction. Staff believes the current language adequately serves to discuss the need to reduce the physical amount of space needed to cross this intersection safely. In addition, staff does not view the including of the number of accidents to be relevant. The number of accidents that have or have not occurred at this intersection is irrelevant as staff has identified the risk of injury or loss of life and therefore strives to reduce the identified risk to the greatest extent feasible.</li> <li>• Staff disagrees with this comment as the needs and goals of this project do not include an increase in the Level of Service achieved. In addition, the financial status of the City would not afford the alternative of a traffic light. The proposed roundabout would be feasible as it does not require City</li> </ul>	
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	<p>funding. The reference stated includes the options to study a roundabout in addition to or in lieu of a traffic light. Staff did consider a traffic light, however as identified in the document, a traffic light would not suit the needs and goals of the project adequately and therefore was eliminated from consideration.</p> <ul style="list-style-type: none"> <li>• Staff agrees with this comment. As proposed, the project would not affect the Level of Service provided. The project would however achieve a reduction in greenhouse gas emissions, and increase pedestrian safety while reducing vehicle speed.</li> <li>• Staff is not aware of any CEQA requirement to discuss project impacts that pertain to sight distances or fog conditions that may occur. In addition, Staff views this as a “constant” in that any proposed intersection design would be subject to the same weather conditions. Just like any of the project alternatives, should fog conditions warrant the need for increased safety precautions, said precautions would be taken by staff.</li> </ul> <p>4. As mentioned in the documents and your letter, this request pertains only to the CEQA related portion of this project, specifically the Initial Study and Mitigated Negative Declaration. ADA accessibility is a requirement that pertains only to the specific design of the project. Therefore, any ADA discussion will occur if and when the project is taken to the Lindsay City Council for final design approval. Regarding environmental justice, staff is not aware of any requirement to discuss this topic in an Initial Study or Mitigated Negative Declaration. If you have a concern that this project does not provide environmental justice, please provide specific comments and reasonings for staff to address. Thus far, staff has attempted to achieve environmental justice by encouraging a project that will serve a disadvantaged</p>	
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	<p>community, in a location that is directly adjacent to an apartment complex that will serve disadvantaged families, in an area where several other apartment complexes which serve disadvantaged families already exist. In addition, staff has also held two public information meetings and one public hearing meeting for members of the community and those near the project location to voice their questions, comments and concerns. Finally, staff has analyzed and responded to all questions, comments, and concerns received.</p>	
<p>Comments on the Initial Study/Mitigated Negative Declaration Review Letter – Mrs. Wischemann: Submits four issues regarding the proposed project, summarized as follows:</p> <ol style="list-style-type: none"> <li>1. Claims the assessment of “no impact” regarding the Circulation System is inadequately analyzed by City Staff. Seeks examples where the reduction in lanes has been utilized.</li> <li>2. Claims the assessment of “no impact” regarding Congestion is inadequately analyzed by City Staff. Seeks examples where congestion related to elementary school uses are effective.</li> <li>3. Claims the four main objectives of this project do not adequately address the other needs of the surrounding community, specifically the downtown area or “Central Business District”.</li> <li>4. Claims the public outreach for this project is inadequate as the comment period included Christmas holidays. Seeks a town hall meeting conducted, soliciting ideas from community groups before CEQA documents for this project are approved.</li> </ol>	<p>Staff provides the following responses, listed in the same order as the comments/objections in the subject letter:</p> <ol style="list-style-type: none"> <li>1. Traffic circulation and congestion have direct correlations with Level of Service. The data provided by Omni-Means shows the Level of Service of the proposed project would achieve the same Level of Service as the intersection currently exists. This data proves there is no impact to the Circulation System. As all roundabouts are designed depending on different variables such as adjacent land uses, population size, adjacent intersection designs, and the average daily traffic, it is extremely difficult to locate such an example.</li> <li>2. In addition to the response to item 1 above, staff maintains there is no requirement for the City to provide on street parking for any of the uses adjacent to this intersection. In contrast to your statement, staff believes that the proposed roundabout would require parents to park farther away from the intersection. This creates an increase in pedestrian safety as the increased distance creates less of an impact on roundabout activity.</li> <li>3. Staff disagrees with this comment. Your suggestion that this proposed project is a “residential appearing infrastructure” is an opinion based comment. The project as proposed will still achieve its function “to carry cars, trucks, and people into and out of town.” Regarding your question of the ability of trucks to</li> </ol>	<ol style="list-style-type: none"> <li>1. Pages 75 – 94</li> <li>2. N/A</li> <li>3. Pages 85-90</li> <li>4. N/A</li> </ol>

	<p>navigate the roundabout as proposed, please see the turning movement diagrams provided by Omni-Means.</p> <p>4. Staff believes noticing for this project is adequate as CEQA requires a twenty-calendar day period and does not specify holidays are not applicable. Regarding your request for a town hall meeting, staff has already held two public information meetings and one public hearing to provide the public the opportunity to have their comments and concerns addressed. The school district and the public have already and will continue to influence the design process. If you have any ideas or concerns with the proposed project and wish to be a part of the design process, please submit your ideas for consideration.</p>	
<p>Document “Proven Safety Countermeasures” – Mr. Zigler: Submits an informational sheet published by the U.S. Department of Transportation Federal Highway Administration.</p>	<p>Staff agrees with the information provided in this document.</p>	<p>N/A</p>
<p>Document “Fact Sheet – Performance of Modern Roundabouts on the State Highway System” – Mr. Zigler: Submits an informational document that provides roundabout related references and findings.</p>	<p>Staff agrees with the information provided in this document.</p>	<p>N/A</p>
<p>Document “Safety – Roundabouts and Mini Roundabouts” – Councilman Watson: Submits an informational document that provides roundabout related references and findings published by the U.S. Department of Transportation Federal Highway Administration.</p>	<p>Staff agrees with the information provided in this document. Specifically, staff will research further into the included “Roundabouts Outreach &amp; Education Toolbox” for materials that can be used to educate drivers on how to safely navigate a roundabout.</p>	<p>N/A</p>



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 23, 2018  
AGENDA #: 6  
STAFF: BRET HARMON, DIRECTOR OF FINANCE, 559-562-7102 X 8020

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### AGENDA ITEM

TITLE	RESOLUTION 18-05: PURCHASE ORDER FOR NEW FIRE ENGINE (PIERCE ENFORCER 61' SKY BOOM)
ACTION	ADOPT PURCHASE ORDER
PURPOSE	Statutory/Contractual Requirement Council Vision/Priority Discretionary Action Plan Implementation
COUNCIL OBJECTIVE(S)	Live in a safe, clean, comfortable and healthy environment. 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

Adopt Resolution 18-05 authorizing the purchase order for a new fire engine from Pierce.

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### BACKGROUND | ANALYSIS

The City of Lindsay passed Measure O in June 2017. The City Council dedicated Measure O to replenishing public safety equipment, apparatuses and staffing. The most prominent need for the Public Safety Department is a new fire engine. The City's current fleet of fire engines, particularly the City's ladder truck, have long eclipsed standard replacement timeframes.

City Council instructed staff to review purchase options for fire engines that would meet the City's needs, have demonstrated reliability and could serve as a ladder truck. Staff conducted a search for the engine that met the City Council's requirements. The result, which was approved by Council, is the Pierce Enforcer 61' Heavy-Duty Sky-Boom Aerial Water Tower.

The 61' Sky-Boom Aerial Water Tower combines a ladder truck with the ability to dispense water from the top of the ladder via a mounted water cannon. The 61' ladder is the optimal ladder height for the structures in the City of Lindsay. Staff were careful to only select necessary equipment and features to optimize the engine's value to the City.

Being as careful on the financing as staff were with selecting features and equipment, staff hopes the City Council will adopt Resolution 18-05 authorizing the purchase order before the end of January to

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## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 23, 2018  
AGENDA #: 6  
STAFF: BRET HARMON, DIRECTOR OF FINANCE, 559-562-7102 X 8020

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avoid a price increase on February 1, 2018. By submitting the Purchase Order in January, the City will save approximately \$20,000.

The total amount to be financed through PNC (Oshkosh Capital) is \$725,802, which includes the fully-equipped (hoses and other tools), built-to-City-specification engine, taxes, performance bond and delivery. It will take approximately one year to build and equip.

The City will make 10 annual payments of \$91,142.83. The first annual payment will be due one year after the commencement of the lease (purchase). The City will pay \$1 at the end of the 10 years to purchase the engine. Measure O will generate the revenue necessary to make the annual payments.

Staff anticipate the City will receive the engine in the 1<sup>st</sup> calendar quarter of 2019.

### *OPTIONS*

- Authorize staff to execute the purchase order.
- Postpone the decision, which would incur higher financing costs.
- Give staff other instructions.

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

The 61' Sky-Boom Aerial Water Tower will add a desperately needed, reliable fire fighting engine. The General Fund will need to pay the financing costs each year. Measure O will give the City resources to make the payments.

### *ATTACHMENTS*

- Resolution 18-05
- Purchase Order
- Lease Agreement

## **CITY OF LINDSAY RESOLUTION NO. 18-05**

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

#### **AUTHORIZING CITY MANAGEMENT TO SUBMIT A PURCHASE ORDER TO GOLDEN STATE FIRE APPARATUS INC. (PIERCE MANUFACTURING, INC.) FOR THE PURCHASE OF AN ENFORCER 61' HEAVY-DUTY SKY-BOOM AERIAL WATER TOWER (FIRE ENGINE)**

WHEREAS, The City of Lindsay, California is a political subdivision of the State of California and is duly organized and existing pursuant to the Constitution and laws of California.

WHEREAS, pursuant to applicable law, the City of Lindsay's City Council is authorized to acquire, dispose of and encumber real and personal property, including, without limitation, rights and interest in property, leases and easements necessary to the functions or operations of the City.

WHEREAS, the City Council hereby finds and determines that the execution of one or more Master Lease-Purchase Agreements ("Leases") in the principal amount not exceeding the amount of \$725,819.50 for the purpose of acquiring the Enforcer 61' Heavy-Duty Sky-Boom Aerial Water Tower as equipped as approved by the Director of Public Safety ("Equipment") to be described in the Leases is appropriate and necessary to the functions and operations of the City.

WHEREAS, PNC Equipment Finance, LLC ("Lessor") shall act as Lessor under said Leases.

NOW, THEREFORE, Be It Ordained by the City Council of the City of Lindsay:

Section 1. The City Manager acting on behalf of the City of Lindsay, is hereby authorized to negotiate, enter into, execute, and deliver one or more Leases in substantially the form set forth in the document presently before the City Council, which document is available for



public inspection at the office of the City of Lindsay. The City Manager is hereby authorized to negotiate, enter into, execute, and deliver such other documents relating to the Lease as City Manager deems necessary and appropriate. All other related contracts and agreements necessary and incidental to the Leases are hereby authorized.

Section 2. By a written instrument signed by any Authorized Representative, said Authorized Representative may designate specifically identified officers or employees of the City of Lindsay to execute and deliver agreements and documents relating to the Leases on behalf of the City of Lindsay.

Section 3. The aggregate original principal amount of the Leases shall not exceed \$725,819.50 and shall bear interest as set forth in the Leases and the Leases shall contain such options to purchase by the City of Lindsay as set forth therein.

Section 4. The City’s obligations under the Leases shall be subject to annual appropriation or renewal by the City Council as set forth in each Lease and the City’s obligations under the Leases shall not constitute general obligations of the City or indebtedness under the Constitution or laws of California.

Section 5. As to each Lease, the Municipality reasonably anticipates to issue not more than \$10,000,000 of tax-exempt obligations (other than “private activity bonds” which are not “qualified 501(c)(3) bonds”) during the current calendar year in which each such Lease is issued and hereby designates each Lease as a qualified tax-exempt obligation for purposes of Section 265(b) of the Internal Revenue Code of 1986, as amended.

Section 6. This resolution shall take effect immediately upon its adoption and approval.

\* \* \* \* \*

The undersigned Clerk of the City of Lindsay hereby certifies and attests that the undersigned has access to the official records of the City Council of the City of Lindsay, that the foregoing resolutions were duly adopted by said City Council of the City of Lindsay at a meeting of said City Council and that such resolutions have not been amended or altered and are in full force and effect on the date stated below.

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Lindsay held on January 23, 2018, by the following vote, to wit:

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

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

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

DATED: January 23, 2018

ATTEST:

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

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



## MASTER LEASE – PURCHASE AGREEMENT

Dated as of January 25, 2018

This Master Lease-Purchase Agreement together with all addenda, riders and attachments hereto, as the same may from time to time be amended, modified or supplemented ("Master Lease") is made and entered by and between PNC Equipment Finance, LLC ("Lessor") and the Lessee identified below ("Lessee").

LESSEE: City of Lindsay

1. **LEASE OF EQUIPMENT.** Subject to the terms and conditions of this Master Lease, Lessor agrees to lease to Lessee, and Lessee agrees to lease from Lessor, all Equipment described in each Schedule signed from time to time by Lessee and Lessor.

2. **CERTAIN DEFINITIONS.** All terms defined in the Lease are equally applicable to both the singular and plural form of such terms. (a) "Schedule" means each Lease Schedule signed and delivered by Lessee and Lessor, together with all addenda, riders, attachments, certificates and exhibits thereto, as the same may from time to time be amended, modified or supplemented. Lessee and Lessor agree that each Schedule (except as expressly provided in said Schedule) incorporates by reference all of the terms and conditions of the Master Lease. (b) "Lease" means each Schedule and this Master Lease as incorporated into said Schedule. (c) "Equipment" means the property described in each Schedule, together with all attachments, additions, accessions, parts, repairs, improvements, replacements and substitutions thereto. (d) "Lien" means any security interest, lien, mortgage, pledge, encumbrance, judgment, execution, attachment, warrant, writ, levy, other judicial process or claim of any nature whatsoever by or of any person.

3. **LEASE TERM.** The term of the lease of the Equipment described in each Lease ("Lease Term") commences on the first date any of such Equipment is accepted by Lessee pursuant to Section 5 hereof and, unless earlier terminated as expressly provided in the Lease, continues until Lessee's payment and performance in full of all of Lessee's obligations under the Lease.

#### 4. RENT PAYMENTS.

4.1 For each Lease, Lessee agrees to pay to Lessor the rent payments in the amounts and at the times as set forth in the Schedule A-1 attached to the Schedule ("Rent Payments"). A portion of each Rent Payment is paid as and represents the payment of interest as set forth in the Schedule A-1. Rent Payments will be payable for the Lease Term in U.S. dollars, without notice or demand at the office of Lessor (or such other place as Lessor may designate from time to time in writing).

4.2 If Lessor receives any payment from Lessee after the due date, Lessee shall pay Lessor on demand as a late charge five per cent (5%) of such overdue amount, limited, however, to the maximum amount allowed by law.

4.3 EXCEPT AS SPECIFICALLY PROVIDED IN SECTION 6 HEREOF OR IN ANY WRITTEN MODIFICATION TO THE LEASE SIGNED BY LESSOR, THE OBLIGATION TO PAY RENT PAYMENTS UNDER EACH LEASE SHALL BE ABSOLUTE AND UNCONDITIONAL IN ALL EVENTS AND SHALL NOT BE SUBJECT TO ANY SETOFF, DEFENSE, COUNTERCLAIM, ABATEMENT OR RECOUPMENT FOR ANY REASON WHATSOEVER.

#### 5. DELIVERY; ACCEPTANCE; FUNDING CONDITIONS.

5.1 Lessee shall arrange for the transportation, delivery and installation of all Equipment to the location specified in the Schedule ("Location") by Equipment suppliers ("Suppliers") selected by Lessee.

Lessee shall pay all costs related thereto unless Lessor otherwise agrees to pay such costs as stated in the Schedule.

5.2 Lessee shall accept Equipment as soon as it has been delivered and is operational. Lessee shall evidence its acceptance of any Equipment by signing and delivering to Lessor the applicable Schedule. If Lessee signs and delivers a Schedule and if all Funding Conditions have been satisfied in full, then Lessor will pay or cause to be paid the costs of such Equipment as stated in the Schedule ("Purchase Price") to the applicable Supplier.

5.3 Lessor shall have no obligation to pay any Purchase Price unless all reasonable conditions established by Lessor ("Funding Conditions") have been satisfied, including, without limitation, the following: (a) Lessee has signed and delivered the Schedule and its Schedule A-1; (b) no Event of Default shall have occurred and be continuing; (c) no material adverse change shall have occurred in the Internal Revenue Code of 1986, as amended, and the related regulations and rulings thereunder (collectively, the "Code"); (d) no material adverse change shall have occurred in the financial condition of Lessee or any Supplier; (e) the Equipment is reasonably satisfactory to Lessor and is free and clear of any Liens (except Lessor's Liens); (f) all representations of Lessee in the Lease remain true, accurate and complete; and (g) Lessor has received all of the following documents, which shall be reasonably satisfactory, in form and substance, to Lessor: (1) evidence of insurance coverage required by the Lease, (2) an opinion of Lessee's counsel; (3) reasonably detailed invoices for the Equipment; (4) Uniform Commercial Code (UCC) financing statements; (5) copies of resolutions by Lessee's governing body, duly authorizing the Lease and incumbency certificates for the person(s) who will sign the Lease; (6) such documents and certificates relating to the tax-exempt interest payable under the Lease (including, without limitation, IRS Form 8038G or 8038GC) as Lessor may request; and (7) such other documents and information previously identified by Lessor or otherwise reasonably requested by Lessor.

## 6. TERMINATION FOR GOVERNMENTAL NON-APPROPRIATIONS.

6.1 For each Lease, Lessee represents and warrants: that it has appropriated and budgeted the necessary funds to make all Rent Payments required pursuant to such Lease for the remainder of the fiscal year in which the Lease Term commences; and that it intends to make Rent Payments for the full Lease Term as scheduled on the applicable Schedule A-1 so long as funds are appropriated in each fiscal year by its governing body. Lessee reasonably believes that moneys in an amount sufficient to make all Rent Payments can and will lawfully be appropriated and made available therefor. All Rent Payments shall be payable out of the general funds of Lessee or out of other funds legally available therefor. Lessor agrees that the Leases will not be general obligations of Lessee and that the Leases shall not constitute pledges of either the full faith and credit of Lessee or the taxing power of Lessee.

6.2 If Lessee's governing body fails to appropriate sufficient funds in any fiscal year for Rent Payments or other payments due under a Lease and if other funds are not available for such payments, then a "Non-Appropriation Event" shall be deemed to have occurred. If a Non-Appropriation Event occurs, then: (a) Lessee shall give Lessor immediate notice of such Non-Appropriation Event and provide written evidence of such failure by Lessee's governing body; (b) on the Return Date, Lessee shall return to Lessor all, but not less than all, of the Equipment covered by the affected Lease, at Lessee's sole expense, in accordance with Section 21 hereof; and (c) the affected Lease shall terminate on the Return Date without penalty or expense to Lessee, provided, that Lessee shall pay all Rent Payments and other amounts payable under the affected Lease for which funds shall have been appropriated or are otherwise available, provided further, that Lessee shall pay month-to-month rent at the rate set forth in the affected Lease for each month or part thereof that Lessee fails to return the Equipment under this Section 6.2. "Return Date" means the last day of the fiscal year for which appropriations were made for the Rent Payments due under a Lease.

**7. NO WARRANTY BY LESSOR. The Equipment is sold "AS IS". LESSEE ACKNOWLEDGES THAT LESSOR DID NOT MANUFACTURE THE EQUIPMENT. LESSOR DOES NOT REPRESENT THE MANUFACTURER, OWNER, OR DEALER, AND LESSEE SELECTED THE EQUIPMENT BASED UPON LESSEE'S OWN JUDGMENT. LESSOR MAKES NO WARRANTIES, EXPRESS OR IMPLIED, INCLUDING WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR OTHERWISE OR AS TO THE EQUIPMENT'S VALUE, DESIGN, CONDITION, USE, CAPACITY OR DURABILITY. LESSEE AGREES THAT REGARDLESS OF CAUSE, LESSOR IS NOT RESPONSIBLE FOR, AND LESSEE WILL NOT MAKE ANY CLAIM AGAINST LESSOR FOR, ANY DAMAGES,**

**WHETHER CONSEQUENTIAL, DIRECT, SPECIAL OR INDIRECT INCURRED BY LESSEE IN CONNECTION WITH THE EQUIPMENT OR THIS MASTER LEASE – LEASE PURCHASE AGREEMENT. NEITHER THE MANUFACTURER, THE DEALER, NOR ANY SALESPERSON, EMPLOYEE OR AGENT OF THE DEALER OR MANUFACTURER, IS LESSOR’S AGENT OR HAS ANY AUTHORITY TO SPEAK FOR LESSOR OR TO BIND LESSOR IN ANY WAY.** For and during the Lease Term, Lessor hereby assigns to Lessee any manufacturer’s or Supplier’s product warranties, express or implied, applicable to any Equipment and Lessor authorizes Lessee to obtain the customary services furnished in connection with such warranties at Lessee’s sole expense. Lessee agrees that (a) all Equipment will have been purchased by Lessor in accordance with Lessee’s specifications from Suppliers selected by Lessee, (b) Lessor is not a manufacturer or dealer of any Equipment and has no liability for the delivery or installation of any Equipment, (c) Lessor assumes no obligation with respect to any manufacturer’s or Supplier’s product warranties or guaranties, (d) no manufacturer or Supplier or any representative of said parties is an agent of Lessor, and (e) any warranty, representation, guaranty or agreement made by any manufacturer or Supplier or any representative of said parties shall not be binding upon Lessor.

## **8. TITLE; SECURITY INTEREST.**

8.1 Upon Lessee’s acceptance of any Equipment under its Lease, title to the Equipment shall vest in Lessee, subject to Lessor’s security interest therein and all of Lessor’s other rights under such Lease including, without limitation, Sections 6, 20 and 21 hereof.

8.2 As collateral security for the Secured Obligations, Lessee hereby grants to Lessor a first priority security interest in any and all of the Equipment (now existing or hereafter acquired) and any and all proceeds thereof. Lessee agrees to execute and deliver to Lessor all necessary documents to evidence and perfect such security interest, including, without limitation, Uniform Commercial Code (UCC) financing statements and any amendments thereto.

8.3 “Secured Obligations” means Lessee’s obligations to pay all Rent Payments and all other amounts due and payable under all present and future Leases and to perform and observe all covenants, agreements and conditions (direct or indirect, absolute or contingent, due or to become due, or existing or hereafter arising) of Lessee under all present and future Leases.

**9. PERSONAL PROPERTY.** All Equipment is and will remain personal property and will not be deemed to be affixed or attached to real estate or any building thereon.

**10. MAINTENANCE AND OPERATION.** Lessee agrees it shall, at its sole expense: (a) repair and maintain all Equipment in good condition and working order, in accordance with manufacturer’s instructions, and supply and install all replacement parts or other devices when required to so maintain the Equipment or when required by applicable law or regulation, which parts or devices shall automatically become part of the Equipment; and (b) use and operate all Equipment in a careful manner in the normal course of its operations and only for the purposes for which it was designed in accordance with the manufacturer’s warranty requirements, and comply with all laws and regulations relating to the Equipment. If any Equipment is customarily covered by a maintenance agreement, Lessee will furnish Lessor with a maintenance agreement by a party reasonably satisfactory to Lessor. No maintenance or other service for any Equipment will be provided by Lessor. Lessee will not make any alterations, additions or improvements (“Improvements”) to any Equipment without Lessor’s prior written consent unless the Improvements may be readily removed without damage to the operation, value or utility of such Equipment, but any such Improvements not removed prior to the termination of the applicable Lease shall automatically become part of the Equipment.

**11. LOCATION; INSPECTION.** Equipment will not be removed from, or if Equipment is rolling stock its permanent base will not be changed from, the Location without Lessor’s prior written consent which will not be unreasonably withheld. Upon reasonable notice to Lessee, Lessor may enter the Location or elsewhere during normal business hours to inspect the Equipment.

**12. LIENS, SUBLEASES AND TAXES.**

12.1 Lessee shall keep all Equipment free and clear of all Liens except those Liens created under its Lease. Lessee shall not sublet or lend any Equipment or permit it to be used by anyone other than Lessee or Lessee's employees.

12.2 Lessee shall pay when due all Taxes which may now or hereafter be imposed upon any Equipment or its ownership, leasing, rental, sale, purchase, possession or use, upon any Lease or upon any Rent Payments or any other payments due under any Lease. If Lessee fails to pay such Taxes when due, Lessor shall have the right, but not the obligation, to pay such Taxes. If Lessor pays any such Taxes, then Lessee shall, upon demand, immediately reimburse Lessor therefor. "Taxes" means present and future taxes, levies, duties, assessments or other governmental charges that are not based on the net income of Lessor, whether they are assessed to or payable by Lessee or Lessor, including, without limitation (a) sales, use, excise, licensing, registration, titling, gross receipts, stamp and personal property taxes, and (b) interest, penalties or fines on any of the foregoing.

### **13. RISK OF LOSS.**

13.1 Lessee bears the entire risk of loss, theft, damage or destruction of any Equipment in whole or in part from any reason whatsoever ("Casualty Loss"). No Casualty Loss to any Equipment shall relieve Lessee from the obligation to make any Rent Payments or to perform any other obligation under any Lease. Proceeds of any insurance recovery will be applied to Lessee's obligations under this Section 13.

13.2 If a Casualty Loss occurs to any Equipment, Lessee shall immediately notify Lessor of the same and Lessee shall, unless otherwise directed by Lessor, immediately repair the same.

13.3 If Lessor determines that any item of Equipment has suffered a Casualty Loss beyond repair ("Lost Equipment"), then Lessee shall either: (a) immediately replace the Lost Equipment with similar equipment in good repair, condition and working order free and clear of any Liens (except Lessor's Liens) and deliver to Lessor a bill of sale covering the replacement equipment, in which event such replacement equipment shall automatically be Equipment under the applicable Lease; or (b) on the next scheduled Rent Payment date, pay Lessor (i) all amounts owed by Lessee under the applicable Lease, including the Rent Payment due on such date plus (ii) an amount equal to the applicable Termination Value set forth in the Payment Schedule to the applicable Lease. If Lessee is making such payment with respect to less than all of the Equipment under a Lease, then Lessor will provide Lessee with the pro rata amount of the Rent Payment and Termination Value to be paid by Lessee with respect to the Lost Equipment.

13.4 Lessee shall bear the risk of loss for, shall pay directly, and shall defend against any and all claims, liabilities, proceedings, actions, expenses (including reasonable attorney's fees), damages or losses arising under or related to any Equipment, including, but not limited to, the possession, ownership, lease, use or operation thereof. These obligations of Lessee shall survive any expiration or termination of any Lease. Lessee shall not bear the risk of loss of, nor pay for, any claims, liabilities, proceedings, actions, expenses (including attorney's fees), damages or losses which arise directly from events occurring after any Equipment has been returned by Lessee to Lessor in accordance with the terms of the applicable Lease or which arise directly from the gross negligence or willful misconduct of Lessor.

### **14. INSURANCE.**

14.1 (a) Lessee at its sole expense shall at all times keep all Equipment insured against all risks of loss or damage from every cause whatsoever for an amount not less than the Termination Value of the Equipment. Proceeds of any such insurance covering damage or loss of any Equipment shall be payable to Lessor as loss payee. (b) The Total Amount Financed as set forth on the Schedule A-1 does not include the payment of any premium for any liability insurance coverage for bodily injury and/or property damage caused to others and no such insurance will be purchased by Lessor. (c) Lessee at its sole expense shall at all times carry public liability and property damage insurance in amounts reasonably satisfactory to Lessor protecting Lessee and Lessor from liabilities for injuries to persons and damage to property of others relating in any way to any Equipment. Proceeds of any such public liability or property insurance shall be payable first to Lessor as additional insured to the extent of its liability, and then to Lessee.

14.2 All insurers shall be reasonably satisfactory to Lessor. Lessee shall promptly deliver to Lessor satisfactory evidence of required insurance coverage and all renewals and replacements thereof. Each insurance policy will require that the insurer give Lessor at least 30 days prior written notice of any cancellation of such policy and will require that Lessor's interests remain insured regardless of any act,

error, misrepresentation, omission or neglect of Lessee. The insurance maintained by Lessee shall be primary without any right of contribution from insurance which may be maintained by Lessor.

**15. PURCHASE OPTION.** Upon thirty (30) days prior written notice by Lessee to Lessor, and so long as there is no Event of Default then existing, Lessee shall have the option to purchase all, but not less than all, of the Equipment covered by a Lease on any Rent Payment due date by paying to Lessor all Rent Payments then due (including accrued interest, if any) plus the Termination Value amount set forth on the Payment Schedule to the applicable Lease for such date. Upon satisfaction by Lessee of such purchase conditions, Lessor shall release its Lien on such Equipment and Lessee shall retain its title to such Equipment "AS-IS, WHERE-IS," without representation or warranty by Lessor, express or implied, except for a representation that such Equipment is free and clear of any Liens created by Lessor.

**16. LESSEE'S REPRESENTATIONS AND WARRANTIES.** With respect to each Lease and its Equipment, Lessee hereby represents and warrants to Lessor that:

(a) Lessee has full power, authority and legal right to execute and deliver the Lease and to perform its obligations under the Lease, and all such actions have been duly authorized by appropriate findings and actions of Lessee's governing body;

(b) the Lease has been duly executed and delivered by Lessee and constitutes a legal, valid and binding obligation of Lessee, enforceable in accordance with its terms;

(c) the Lease is authorized under, and the authorization, execution and delivery of the Lease complies with, all applicable federal, state and local laws and regulations (including, but not limited to, all open meeting, public bidding and property acquisition laws) and all applicable judgments and court orders;

(d) the execution, delivery and performance by Lessee of its obligations under the Lease will not result in a breach or violation of, nor constitute a default under, any agreement, lease or other instrument to which Lessee is a party or by which Lessee's properties may be bound or affected;

(e) there is no pending, or to the best of Lessee's knowledge threatened, litigation of any nature which may have a material adverse effect on Lessee's ability to perform its obligations under the Lease; and

(f) Lessee is a state, or a political subdivision thereof, as referred to in Section 103 of the Code, and Lessee's obligation under the Lease constitutes an enforceable obligation issued on behalf of a state or a political subdivision thereof.

**17. TAX COVENANTS.** Lessee hereby covenants and agrees that:

(a) Lessee shall comply with all of the requirements of Section 149(a) and Section 149(e) of the Code, as the same may be amended from time to time, and such compliance shall include, but not be limited to, keeping a complete and accurate record of any assignments of any Lease and executing and filing Internal Revenue Form 8038G or 8038GC, as the case may be, and any other information statements reasonably requested by Lessor;

(b) Lessee shall not do (or cause to be done) any act which will cause, or by omission of any act allow, any Lease to be an "arbitrage bond" within the meaning of Section 148(a) of the Code or any Lease to be a "private activity bond" within the meaning of Section 141(a) of the Code; and

(c) Lessee shall not do (or cause to be done) any act which will cause, or by omission of any act allow, the interest portion of any Rent Payments to be or become includable in gross income for Federal income taxation purposes under the Code.

(d) If Lessor either (i) receives notice, in any form, from the IRS; or (ii) reasonably determines, based on an opinion of independent tax counsel selected by Lessor and approved by Lessee, which approval Lessee shall not unreasonably withhold, that Lessor may not exclude the interest component of any Rent Payment under a Tax-Exempt Lease from federal gross income because Lessee breached a covenant contained herein, then Lessee shall pay to Lessor, within thirty (30) days after Lessor notifies Lessee of such determination, the amount which, with respect to Rent Payments previously paid and taking



into account all penalties, fines, interest and additions to tax (including all federal, state and local taxes imposed on the interest component of all Rent Payments under such Tax-Exempt Lease due through the date of such event) that are imposed on Lessor as a result of the loss of the exclusion, will restore to Lessor the same after-tax yield on the transaction evidenced by such Tax-Exempt Lease (assuming tax at the highest marginal corporate tax rate) that it would have realized had the exclusion not been lost. Additionally, Lessee agrees that upon the occurrence of such an event with respect to a Tax-Exempt Lease, it shall pay additional rent to Lessor on each succeeding Rent Payment due date in such amount as will maintain such after-tax yield to Lessor. Lessor's determination of the amount necessary to maintain its after-tax yield as provided in this subsection (b) shall be conclusive (absent manifest error). Notwithstanding anything in a Tax-Exempt Lease to the contrary, any payment that Lessee is required to make pursuant to this subsection (b) shall be made only from Legally Available Funds.

## 18. ASSIGNMENT.

18.1 Lessee shall not assign, transfer, pledge, hypothecate, nor grant any Lien on, nor otherwise dispose of, any Lease or any Equipment or any interest in any Lease or Equipment.

18.2 Lessor may assign its rights, title and interest in and to any Lease or any Equipment, and/or may grant or assign a security interest in any Lease and its Equipment, in whole or in part, to any party at any time. Any such assignee or lien holder (an "Assignee") shall have all of the rights of Lessor under the applicable Lease. **LESSEE AGREES NOT TO ASSERT AGAINST ANY ASSIGNEE ANY CLAIMS, ABATEMENTS, SETOFFS, COUNTERCLAIMS, RECOUPMENT OR ANY OTHER SIMILAR DEFENSES WHICH LESSEE MAY HAVE AGAINST LESSOR.** Unless otherwise agreed by Lessee in writing, any such assignment transaction shall not release Lessor from any of Lessor's obligations under the applicable Lease. An assignment or reassignment of any of Lessor's right, title or interest in a Lease or its Equipment shall be enforceable against Lessee only after Lessee receives a written notice of assignment which discloses the name and address of each such Assignee. Lessee shall keep a complete and accurate record of all such assignments in the form necessary to comply with Section 149(a) of the Code. Lessee agrees to acknowledge in writing any such assignments if so requested.

18.3 Each Assignee of a Lease hereby agrees that: (a) the term Secured Obligations as used in Section 8.3 hereof is hereby amended to include and apply to all obligations of Lessee under the Assigned Leases and to exclude the obligations of Lessee under any Non-Assigned Leases; (b) said Assignee shall have no Lien on, nor any claim to, nor any interest of any kind in, any Non-Assigned Leases; and (c) Assignee shall exercise its rights, benefits and remedies as the assignee of Lessor (including, without limitation, the remedies under Section 20 of the Master Lease) solely with respect to the Assigned Leases. "Assigned Leases" means only those Leases which have been assigned to an Assignee pursuant to a written agreement; and "Non-Assigned Leases" means all Leases excluding the Assigned Leases.

18.4 Subject to the foregoing, each Lease inures to the benefit of and is binding upon the heirs, executors, administrators, successors and assigns of the parties hereto.

**19. EVENTS OF DEFAULT.** For each Lease, "Event of Default" means the occurrence of any one or more of the following events as they may relate to such Lease: (a) Lessee fails to make any Rent Payment (or any other payment) as it becomes due in accordance with the terms of the Lease, and any such failure continues for ten (10) days after the due date thereof; (b) Lessee fails to perform or observe any of its obligations under Sections 12.1, 14 or 18.1 hereof; (c) Lessee fails to perform or observe any other covenant, condition or agreement to be performed or observed by it under the Lease and such failure is not cured within thirty (30) days after receipt of written notice thereof by Lessor; (d) any statement, representation or warranty made by Lessee in the Lease or in any writing delivered by Lessee pursuant thereto or in connection therewith proves at any time to have been false, misleading or erroneous in any material respect as of the time when made; (e) Lessee applies for or consents to the appointment of a receiver, trustee, conservator or liquidator of Lessee or of all or a substantial part of its assets, or a petition for relief is filed by Lessee under any federal or state bankruptcy, insolvency or similar law, or a petition in a proceeding under any federal or state bankruptcy, insolvency or similar law is filed against Lessee and is not dismissed within sixty (60) days thereafter; or (f) Lessee shall be in default under any other Lease or under any other financing agreement executed at any time with Lessor.

20. **REMEDIES.** If any Event of Default occurs, then Lessor may, at its option, exercise any one or more of the following remedies:

(a) Lessor may require Lessee to pay (and Lessee agrees that it shall pay) all amounts then currently due under all Leases and all remaining Rent Payments due under all Leases during the fiscal year in effect when the default occurs together with interest on such amounts at the highest lawful rate from the date of Lessor's demand for such payment.

(b) Lessor may require Lessee to promptly return all Equipment to Lessor in the manner set forth in Section 21 (and Lessee agrees that it shall so return the Equipment), or Lessor may, at its option, enter upon the premises where any Equipment is located and repossess such Equipment without demand or notice, without any court order or other process of law and without liability for any damage occasioned by such repossession;

(c) Lessor may sell, lease or otherwise dispose of any Equipment, in whole or in part, in one or more public or private transactions, and if Lessor so disposes of any Equipment, then Lessor shall retain the entire proceeds of such disposition free of any claims of Lessee, provided, that the net proceeds of any such disposition shall be applied to amounts payable by Lessee under clause (a) above of this Section only to the extent that such net proceeds exceed the applicable Termination Value set forth in the applicable Schedule A-1;

(d) Lessor may terminate, cancel or rescind any Lease as to any and all Equipment;

(e) Lessor may exercise any other right, remedy or privilege which may be available to Lessor under applicable law or, by appropriate court action at law or in equity, Lessor may enforce any of Lessee's obligations under any Lease; and/or

(f) Lessor may require Lessee to pay (and Lessee agrees that it shall pay) all out-of-pocket costs and expenses incurred by Lessor as a result (directly or indirectly) of the Event of Default and/or of Lessor's actions under this section, including, without limitation, any attorney fees and expenses and any costs related to the repossession, safekeeping, storage, repair, reconditioning or disposition of any Equipment.

None of the above remedies is exclusive, but each is cumulative and in addition to any other remedy available to Lessor. Lessor's exercise of one or more remedies shall not preclude its exercise of any other remedy. No delay or failure on the part of Lessor to exercise any remedy under any Lease shall operate as a waiver thereof, nor as an acquiescence in any default, nor shall any single or partial exercise of any remedy preclude any other exercise thereof or the exercise of any other remedy.

21. **RETURN OF EQUIPMENT.** If Lessor is entitled under the provisions of any Lease, including any termination thereof pursuant to Sections 6 or 20 of this Master Lease, to obtain possession of any Equipment or if Lessee is obligated at any time to return any Equipment, then (a) title to the Equipment shall vest in Lessor immediately upon Lessors notice thereof to Lessee, and (b) Lessee shall, at its sole expense and risk, immediately de-install, disassemble, pack, crate, insure and return the Equipment to Lessor (all in accordance with applicable industry standards) at any location in the continental United States selected by Lessor. Such Equipment shall be in the same condition as when received by Lessee (reasonable wear, tear and depreciation resulting from normal and proper use excepted), shall be in good operating order and maintenance as required by the applicable Lease, shall be free and clear of any Liens (except Lessor's Lien) and shall comply with all applicable laws and regulations. Until Equipment is returned as required above, all terms of the applicable Lease shall remain in full force and effect including, without limitation, obligations to pay Rent Payments and to insure the Equipment. Lessee agrees to execute and deliver to Lessor all documents reasonably requested by Lessor to evidence the transfer of legal and beneficial title to such Equipment to Lessor and to evidence the termination of Lessee's interest in such Equipment.

22. **LAW GOVERNING.** Each Lease shall be governed by the laws of the state of the lessee (The "State").

23. **NOTICES.** All notices to be given under any Lease shall be made in writing and either personally delivered or mailed by certified mail to the other party at its address set forth herein or at such address as

the party may provide in writing from time to time. Any such notices shall be deemed to have been received five (5) days subsequent to mailing if sent by regular or certified mail, or on the next business day if sent by overnight courier, or on the day of delivery if delivered personally.

**24. FINANCIAL INFORMATION; INDEMNITY; POWER OF ATTORNEY.** Within thirty (30) days of their completion in each fiscal year of Lessee during any Lease Term, Lessee will deliver to Lessor upon Lessor's request the publicly available annual financial information of Lessee. To the extent permitted by law, Lessee shall indemnify, hold harmless and, if Lessor requests, defend Lessor and its shareholders, affiliates, employees, dealers and agents against all Claims directly or indirectly arising out of or connected with (a) the manufacture, installation, use, lease, possession or delivery of the Equipment, (b) any defects in the Equipment, any wrongful act or omission of Lessee, or its employees and agents, or (c) any claims of alleged breach by Lessee of this Master Lease or any related document. "Claims" means all losses, liabilities, damages, penalties, expenses (including attorney's fees and costs), claims, actions and suits, whether in contract, tort or otherwise. Lessee hereby appoints Lessor its true and lawful attorney-in-fact (with full power of substitution) to prepare any instrument, certificate of title or financing statement covering the Equipment or otherwise protecting Lessor's interest in the Equipment, to sign Lessee's name with the same force and effect as if signed by Lessee, and to file same at the proper location(s); and make claims for, receive payment of, and execute and endorse all documents, checks or drafts for loss, theft, damage or destruction to the Equipment under any insurance.

**25. ANTI-MONEY LAUNDERING/INTERNATIONAL TRADE LAW COMPLIANCE.**

Lessee represents and warrants to Lessor, as of the date of this Master Lease, the date of each advance of proceeds pursuant to this Master Lease, the date of any renewal, extension or modification of this Master Lease or any Lease, and at all times until this Master Lease and each Lease has been terminated and all amounts thereunder have been indefeasibly paid in full, that: (a) no Covered Entity (i) is a Sanctioned Person; (ii) has any of its assets in a Sanctioned Country or in the possession, custody or control of a Sanctioned Person; or (iii) does business in or with, or derives any of its operating income from investments in or transactions with, any Sanctioned Country or Sanctioned Person in violation of any law, regulation, order or directive enforced by any Compliance Authority; (b) the proceeds of any Lease will not be used to fund any operations in, finance any investments or activities in, or, make any payments to, a Sanctioned Country or Sanctioned Person in violation of any law, regulation, order or directive enforced by any Compliance Authority; (c) the funds used to repay any Lease are not derived from any unlawful activity; and (d) each Covered Entity is in compliance with, and no Covered Entity engages in any dealings or transactions prohibited by, any laws of the United States, including but not limited to any Anti-Terrorism Laws. Lessee covenants and agrees that it shall immediately notify Lessor in writing upon the occurrence of a Reportable Compliance Event.

As used herein: "Anti-Terrorism Laws" means any laws relating to terrorism, trade sanctions programs and embargoes, import/export licensing, money laundering, or bribery, all as amended, supplemented or replaced from time to time; "Compliance Authority" means each and all of the (a) U.S. Treasury Department/Office of Foreign Assets Control, (b) U.S. Treasury Department/Financial Crimes Enforcement Network, (c) U.S. State Department/Directorate of Defense Trade Controls, (d) U.S. Commerce Department/Bureau of Industry and Security, (e) U.S. Internal Revenue Service, (f) U.S. Justice Department, and (g) U.S. Securities and Exchange Commission; "Covered Entity" means Lessee, its affiliates and subsidiaries, all guarantors, pledgors of collateral, all owners of the foregoing, and all brokers or other agents of Lessee acting in any capacity in connection with this Master Lease or any Lease; "Reportable Compliance Event" means that any Covered Entity becomes a Sanctioned Person, or is indicted, arraigned, investigated or custodially detained, or receives an inquiry from regulatory or law enforcement officials, in connection with any Anti-Terrorism Law or any predicate crime to any Anti-Terrorism Law, or self-discovers facts or circumstances implicating any aspect of its operations with the actual or possible violation of any Anti-Terrorism Law; "Sanctioned Country" means a country subject to a sanctions program maintained by any Compliance Authority; and "Sanctioned Person" means any individual person, group, regime, entity or thing listed or otherwise recognized as a specially designated, prohibited, sanctioned or debarred person or entity, or subject to any limitations or prohibitions (including but not limited to the blocking of property or rejection of transactions), under any order or directive of any Compliance Authority or otherwise subject to, or specially designated under, any sanctions program maintained by any Compliance Authority.

**26. USA PATRIOT ACT NOTICE.**

To help the government fight the funding of terrorism and money laundering activities, Federal law requires all financial institutions to obtain, verify and record information that identifies each lessee that opens an account. What this means: when Lessee opens an account, Lessor will ask for the business name, business address, taxpayer identifying number and other information that will allow Lessor to identify Lessee, such as organizational documents. For some businesses and organizations, Lessor may also need to ask for identifying information and documentation relating to certain individuals associated with the business or organization.

**27. SECTION HEADINGS.** All section headings contained herein or in any Schedule are for convenience of reference only and do not define or limit the scope of any provision of any Lease.

**28. EXECUTION IN COUNTERPARTS.** Each Schedule to this Master Lease may be executed in several counterparts, each of which shall be deemed an original, but all of which shall be deemed one instrument. Only one counterpart of each Schedule shall be marked "Lessor's Original" and all other counterparts shall be deemed duplicates. An assignment of or security interest in any Schedule may be created through transfer and possession only of the counterpart marked "Lessor's Original."

**29. ENTIRE AGREEMENT; WRITTEN AMENDMENTS.** Each Lease, together with the exhibits attached thereto and made a part hereof and other attachments thereto, and other documents or instruments executed by Lessee and Lessor in connection therewith, constitute the entire agreement between the parties with respect to the lease of the Equipment covered thereby, and such Lease shall not be modified, amended, altered, or changed except with the written consent of Lessee and Lessor. Any provision of any Lease found to be prohibited by law shall be ineffective to the extent of such prohibition without invalidating the remainder of the Lease.

**30. HEAVY-DUTY VEHICLE GREENHOUSE GAS EMISSION REDUCTION REGULATION.**

(a) If the equipment leased pursuant to the Lease is a tractor, the Lessee of this heavy-duty tractor understands that when using a heavy-duty tractor to pull a 53-foot or longer box-type trailer on a highway within California, the heavy-duty tractor must be compliant with sections 95300-95312, title 17, California Code of Regulations, and that it is the responsibility of the Lessee to ensure this heavy-duty tractor is compliant. The regulations may require this heavy-duty tractor to have low-rolling-resistance tires that are U.S. Environmental Protection Agency (U.S. EPA) SmartWay Verified Technologies prior to current or future use in California, or may entirely prohibit use of this tractor in California if it is a model year 2011 or later tractor and is not a U.S. EPA SmartWay Certified Tractor.

(b) If the equipment leased pursuant to the Lease is a trailer, the Lessee of this box-type trailer understands that when using a heavy-duty tractor to pull a 53-foot or longer box-type trailer on a highway within California, the box-type trailer must be compliant with sections 95300-95312, title 17, California Code of Regulations, and that it is the responsibility of the Lessee to ensure this box-type trailer is compliant. The regulations may require this trailer to have low-rolling-resistance tires and aerodynamic technologies that are U.S. Environmental Protection Agency SmartWay Verified Technologies prior to current or future use in California.

(c) Notwithstanding anything in the Lease to the contrary, the Lease does not prohibit the Lessee from modifying the trailer, at Lessee's cost, to be compliant with the requirements of the California Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Regulation.

**31. IMPORTANT INFORMATION ABOUT PHONE CALLS.** By providing telephone number(s) to Lessor, now or at any later time, Lessee authorizes Lessor and its affiliates and designees to contact Lessee regarding Lessee account(s) with Lessor or its affiliates, whether such accounts are Lessee individual accounts or business accounts for which Lessee is a contact, at such numbers using any means, including but not limited to placing calls using an automated dialing system to cell, VoIP or other wireless phone number, or leaving prerecorded messages or sending text messages, even if charges may be incurred for the calls or text messages. Lessee consents that any phone call with Lessor may be monitored or recorded by Lessor.

City of Lindsay  
("Lessee")

PNC Equipment Finance, LLC  
("Lessor")

By: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Title \_\_\_\_\_

251 E. Honolulu Street  
Lindsay, CA 93247

155 East Broad Street, B4-B230-05-7  
Columbus, OH 43215

**LEASE SCHEDULE NO. 211333000**

Dated As Of January 25, 2018

This Lease Schedule (this "Schedule") is attached and made a part of the Master Lease-Purchase Agreement referenced below, together with all exhibits, schedules, addenda, and other attachments thereto, executed by Lessee and Lessor (the "Lease"). Unless otherwise defined herein, capitalized terms will have the same meaning ascribed to them in the Master Lease. All terms and conditions of the Master Lease are incorporated herein by reference. To the extent that there is any conflict between the terms of the Lease and this Schedule, the terms of this Schedule shall control.

Master Lease-Purchase Agreement dated January 25, 2018

1. **EQUIPMENT DESCRIPTION.** As used in the Lease, "Equipment" means all of the property described in Schedule A-1 attached to this Schedule and all attachments, additions, accessions, parts, repairs, improvements, replacements and substitutions thereto.
2. **RENTAL PAYMENTS; LEASE TERM.** The Rental Payments to be paid by the Lessee to Lessor, the commencement date thereof and the lease term of this Lease Schedule are set forth on the Schedule A-1 attached to this Lease Schedule.
3. **ESSENTIAL USE; CURRENT INTENT OF LESSEE.** Lessee represents that the use of the Equipment is essential to Lessee's proper, efficient and economic functioning or to the services that Lessee provides to its citizens and the Equipment will be used by Lessee only for the purpose of performing its governmental or proprietary functions consistent with the permissible scope of its authority. Lessee currently intends for the full Lease Term: to use the Equipment; to continue this Lease; and (if applicable) to make Rent Payments if funds are appropriated in each fiscal year by its governing body.
4. **ACCEPTANCE OF EQUIPMENT.** AS BETWEEN LESSEE AND LESSOR, LESSEE AGREES THAT (A) LESSEE HAS RECEIVED AND INSPECTED ALL EQUIPMENT; (B) ALL EQUIPMENT IS IN GOOD WORKING ORDER AND COMPLIES WITH ALL PURCHASE ORDERS, CONTRACTS AND SPECIFICATIONS; (C) LESSEE ACCEPTS ALL EQUIPMENT FOR PURPOSES OF THE LEASE "AS-IS, WHERE IS"; AND (D) LESSEE WAIVES ANY RIGHT TO REVOKE SUCH ACCEPTANCE.
5. **BANK QUALIFIED.** LESSEE CERTIFIES THAT IT HAS DESIGNATED THIS LEASE AS A QUALIFIED TAX-EXEMPT OBLIGATION IN ACCORDANCE WITH SECTION 265(b)(3) OF THE CODE, THAT IT HAS NOT DESIGNATED MORE THAN \$10,000,000 OF ITS OBLIGATIONS AS QUALIFIED TAX-EXEMPT OBLIGATIONS IN ACCORDANCE WITH SUCH SECTION FOR THE CURRENT CALENDAR YEAR AND THAT IT REASONABLY ANTICIPATES THAT THE TOTAL AMOUNT OF TAX-EXEMPT OBLIGATIONS TO BE ISSUED BY LESSEE DURING THE CURRENT CALENDAR YEAR WILL NOT EXCEED \$10,000,000.
6. **RE-AFFIRMATION OF THE MASTER LEASE-PURCHASE AGREEMENT.** Lessee hereby re-affirms all of its representations, warranties and obligations under the Master Lease Purchase Agreement (including, without limitation, its obligation to pay all Rental Payments, its disclaimers in Section 7 thereof and its representations in Section 6.1 and 16 thereof).

City of Lindsay  
("Lessee")

PNC Equipment Finance, LLC  
("Lessor")

By: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

## Schedule A-1

### 1. EQUIPMENT LOCATION & DESCRIPTION:

City of Lindsay  
185 N. Gale Hill Ave  
Lindsay, CA 93247

Tulare County

2018 Pierce Heavy Duty Skyboom Aerial Water Tower

VIN #

### 2. LEASE PAYMENT SCHEDULE.

(a) Accrual Date: January 25, 2018

(b) Amount Financed:

i.	Equipment Purchase Price	<u>\$693,838.50</u>
	Sales Tax	<u>\$58,248.00</u>
ii.	Purchase Price Deduction	\$0.00
	Prepay Discounts	<u>\$26,267.00</u>
	Trade In	\$0.00
iii.	Total Amount Financed (Cash Sale Price minus Purchase Price Deductions)	<u>\$725,819.50</u>

## (c) Payment Schedule:

Accrual Date: January 25, 2018

Rent Payment Number	Rent Payment Date	Rent Payment Amount	Interest Portion	Principal Portion	Termination Value
1	1/25/2019	91,142.83	31,718.31	59,424.52	686,386.83
2	1/25/2020	91,142.83	29,121.46	62,021.37	622,504.82
3	1/25/2021	91,142.83	26,411.13	64,731.70	555,831.17
4	1/25/2022	91,142.83	23,582.35	67,560.48	486,243.87
5	1/25/2023	91,142.83	20,629.96	70,512.87	413,615.62
6	1/25/2024	91,142.83	17,548.55	73,594.28	337,813.51
7	1/25/2025	91,142.83	14,332.48	76,810.35	258,698.85
8	1/25/2026	91,142.83	10,975.86	80,166.97	176,126.87
9	1/25/2027	91,142.83	7,472.57	83,670.26	89,946.50
10	1/25/2028	91,142.83	3,816.13	87,326.70	1.00

City of Lindsay  
("Lessee")

By: \_\_\_\_\_

Title: \_\_\_\_\_

PNC Equipment Finance, LLC  
("Lessor")

By: \_\_\_\_\_

Title: \_\_\_\_\_



**VEHICLE SCHEDULE ADDENDUM**

Dated As Of January 25, 2018

Lease Schedule No. 211333000 Dated January 25, 2018

Lessee: City of Lindsay

Reference is made to the above Lease Schedule ("Schedule") to the Master Lease-Purchase Agreement identified in the Lease Schedule ("Master Lease") by and between PNC Equipment Finance, LLC ("Lessor") and the above Lessee ("Lessee"). This Addendum amends and modifies the terms and conditions of the Schedule and is hereby made a part of the Schedule. Unless otherwise defined herein, capitalized terms defined in the Master Lease shall have the same meaning when used herein.

NOW THEREFORE, as part of the valuable consideration to induce the execution of the Schedule, Lessor and Lessee hereby agree to amend the Schedule as follows:

1. In the event that any unit of Equipment covered by the Schedule is a vehicle or trailer under applicable State law, then the following provisions shall also apply to the Schedule to the extent permitted by law,

(a) each manufacturer's statement of origin and certificate of title shall state that Lessor has the first and sole lien on or security interest in such unit of Equipment;

(b) the public liability and property damage insurance required by the terms of the paragraph titled "Insurance in the Master Lease shall be in an amount not less than \$1,000,000.00 per person insured and \$2,000,000.00 combined single limit per unit per occurrence (provided, that if the unit of Equipment is a bus or other passenger vehicle, then such insurance amount shall be such larger amount as may be reasonably required by Lessor) and \$1,000,000.00 for damage to property of others;

(c) Lessee shall furnish and permit only duly licensed, trained, safe and qualified drivers to operate any such unit of Equipment, and such drivers shall be agents of Lessee and shall not be agents of Lessor; and

(d) Lessee shall cause each such unit of Equipment to be duly registered and licensed as required by applicable State law with Lessor noted as lien holder and Lessee as owner.

2. Except as expressly amended by this Addendum and other modifications signed by Lessor, the Schedule remains unchanged and in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Addendum as of the date first referenced above.

City of Lindsay  
("Lessee")

PNC Equipment Finance, LLC  
("Lessor")

By: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
 DATE: JANUARY 23, 2018  
 AGENDA #: 7  
 STAFF: BRET HARMON, DIRECTOR OF FINANCE

### AGENDA ITEM

TITLE RESOLUTION 18-04 - SALARY SCHEDULE FOR CALENDAR YEAR 2018

ACTION ADOPT RESOLUTION 18-04

PURPOSE Statutory/Contractual Requirement

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

### RECOMMENDATION

Adopt Resolution 18-04 to conform to change in state law governing minimum wage.

### BACKGROUND | ANALYSIS

In 2016, the State Legislature and Governor approved and adopted SB 3 (Leno), which results in stepped increases to the minimum wage in California. The minimum wage the City paid in 2017 was \$0.50 higher than it paid in 2016. Beginning in 2018 and ending in 2022, the minimum wage the City pays increased or will increase by \$1.00 per year until it reaches \$15.00 per hour. The Governor may temporarily delay one year's increase for one year if certain conditions exist.

After the state minimum wage reaches \$15 an hour for all employees, the rate will be adjusted annually for inflation based on the national consumer price index for urban wage earners and clerical workers (CPI-W). However, the minimum wage cannot be lowered, even if there is a negative CPI, and the highest raise allowed in any one year is 3.5 percent. Also, the Governor will no longer be able to pause a scheduled increase, and the first adjusted increases may be accelerated if the adjusted CPI-W exceeds seven percent in that first year.

Date	Minimum Wage for Employers with 26 Employees or More
January 1, 2018	\$11.00/hour
January 1, 2019	\$12.00/hour
January 1, 2020	\$13.00/hour
January 1, 2021	\$14.00/hour



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 23, 2018  
AGENDA #: 7  
STAFF: BRET HARMON, DIRECTOR OF FINANCE

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January 1, 2022	\$15.00/hour
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The City complied with the adjustment in 2017. The purpose of this resolution is to comply with the increase in 2018.

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

A \$0.50 per hour increase in minimum wage from 2017 to 2018 is a 5% increase. This means the City would need to reduce hours of minimum wage employees by 5% to stay cost neutral. Staying cost neutral will have an impact of services if the City does not identify a means to reduce other costs to pay for the minimum wage increase.

### *POLICY ISSUES*

Policy requires steps within a range to be separated by 5%, so the minimum wage increase for Team Member 1 and Finance Clerk has a corresponding increase at each step. No other positions are impacted by the minimum wage change.

### *ATTACHMENTS*

- Salary Schedule
- Resolution 18-04

**Classification & Salary Schedule - HOURLY**

01/01/2018- 12/31/2018

<u>Classification</u>	<u>Range</u>						
	1	2	3	4	5	6	7
Team Member I	11.00	11.55	12.13	12.73	13.37	14.04	14.74
Finance Clerk	11.00	11.55	12.13	12.73	13.37	14.04	14.74
Team Member II	12.13	12.73	13.37	14.04	14.74	15.48	16.25
Secretary 1	12.21	12.82	13.46	14.13	14.84	15.58	16.36
Maintenance	12.77	13.41	14.08	14.78	15.52	16.29	17.11
Account Clerk I	12.77	13.41	14.08	14.78	15.52	16.29	17.11
Recreation Coordinator	13.78	14.47	15.20	15.96	16.75	17.59	18.47
City Services Specialist	13.39	14.06	14.77	15.50	16.28	17.09	17.95
Dispatcher	14.14	14.85	15.59	16.37	17.19	18.05	18.95
Com. Dev. Specialist I	14.14	14.85	15.59	16.37	17.19	18.05	18.95
Maintenance, Senior I	14.14	14.85	15.59	16.37	17.19	18.05	18.95
Wastewater Treat. Plant Oper. II	14.52	15.25	16.01	16.81	17.65	18.54	19.46
Com. Dev. Specialist II	15.28	16.04	16.84	17.68	18.57	19.50	20.47
Administrative Secretary	15.28	16.05	16.85	17.69	18.57	19.50	20.48
Team Member III	17.06	17.91	18.80	19.74	20.73	21.77	22.86
Senior Mechanic	17.24	18.10	19.01	19.96	20.96	22.00	23.10
Maintenance Senior II	18.04	18.94	19.89	20.88	21.93	23.02	24.18
Foreman/Crew Foreman	14.84	15.59	16.36	17.18	18.04	18.94	19.89
Management Analyst	15.20	15.96	16.76	17.60	18.48	19.40	20.37
Account Clerk III	18.13	19.04	19.99	20.99	22.04	23.14	24.30
Public Safety Officer	20.87	21.91	23.01	24.16	25.37	26.64	27.97
City Planner Assistant	22.69	23.83	25.02	26.27	27.58	28.96	30.41
Associate Engineer	26.27	27.58	28.96	30.41	31.93	33.53	35.20
Public Safety Sergeant	25.46	26.73	28.07	29.47	30.95	32.49	34.12

**Exempt & Supervisorial Staff: Not eligible for Overtime, Eligible for all other provisions of applicable MOU**

Administrative Supervisor	23.40	24.57	25.79	27.08	28.44	29.86	31.35
Maintenance Senior III	23.40	24.57	25.79	27.08	28.44	29.86	31.35
Public Safety Lieutenant	33.02	34.67	36.40	38.22	40.14	42.14	44.25

**Department Heads**

	<u>Minimum</u>		<u>Maximum</u>
City Manager	44.23	to	59.27
Director of Public Safety	39.46	to	52.88
City Services Director	34.43	to	47.57
Finance Director	32.80	to	43.96

EFFECTIVE 1.1.18

**Classification & Salary Schedule - BI WEEKLY**

01/01/2018- 12/31/2018

<u>Classification</u>	<u>Range</u>						
	1	2	3	4	5	6	7
Team Member I	880	924	970	1,019	1,070	1,123	1,179
Finance Clerk	880	924	970	1,019	1,070	1,123	1,179
Team Member II	970	1,019	1,070	1,123	1,179	1,238	1,300
Secretary 1	976	1,025	1,076	1,130	1,187	1,246	1,308
Maintenance	1,021	1,072	1,126	1,182	1,241	1,304	1,369
Account Clerk I	1,021	1,072	1,126	1,182	1,241	1,304	1,369
Recreation Coordinator	1,103	1,158	1,216	1,277	1,340	1,407	1,478
City Services Specialist	1,071	1,125	1,181	1,240	1,302	1,368	1,436
Dispatcher	1,131	1,188	1,247	1,309	1,375	1,444	1,516
Com. Dev. Specialist I	1,131	1,188	1,247	1,309	1,375	1,444	1,516
Maintenance, Senior I	1,131	1,188	1,247	1,309	1,375	1,444	1,516
Wastewater Treat. Plant Oper. II	1,162	1,220	1,281	1,345	1,412	1,483	1,557
Com. Dev. Specialist II	1,222	1,283	1,347	1,415	1,485	1,560	1,638
Administrative Secretary	1,222	1,284	1,348	1,415	1,486	1,560	1,638
Team Member III	1,364	1,433	1,504	1,580	1,659	1,741	1,829
Senior Mechanic	1,379	1,448	1,521	1,597	1,676	1,760	1,848
Maintenance Senior II	1,443	1,515	1,591	1,671	1,754	1,842	1,934
Foreman/Crew Foreman	1,187	1,247	1,309	1,375	1,443	1,516	1,591
Management Analyst	1,216	1,277	1,341	1,408	1,478	1,552	1,630
Account Clerk III	1,451	1,523	1,599	1,679	1,763	1,851	1,944
Public Safety Officer	1,670	1,753	1,841	1,933	2,029	2,131	2,237
City Planner Assistant	1,815	1,906	2,002	2,102	2,207	2,317	2,433
Associate Engineer	2,101	2,207	2,317	2,433	2,554	2,682	2,816
Public Safety Sergeant	2,037	2,139	2,246	2,358	2,476	2,600	2,730

**Exempt & Supervisorial Staff: Not eligible for Overtime, Eligible for all other provisions of applicable MOU**

Administrative Supervisor	1,872	1,965	2,063	2,167	2,275	2,389	2,508
Maintenance Senior III	1,872	1,965	2,063	2,167	2,275	2,389	2,508
Public Safety Lieutenant	2,642	2,774	2,912	3,058	3,211	3,371	3,540

**Department Heads**

	<u>Minimum</u>		<u>Maximum</u>
City Manager	3,538	to	4,742
Director of Public Safety	3,157	to	4,231
City Services Director	2,754	to	3,806
Finance Director	2,624	to	3,517

EFFECTIVE 1.1.18

**Classification & Salary Schedule - HOURLY**

01/01/2018- 12/31/2018

<u>Classification</u>	<u>Range</u>						
	1	2	3	4	5	6	7
Team Member I	1,907	2,002	2,102	2,207	2,318	2,433	2,555
Finance Clerk	1,907	2,002	2,102	2,207	2,318	2,433	2,555
Team Member II	2,102	2,207	2,318	2,434	2,555	2,683	2,817
Secretary 1	2,116	2,221	2,332	2,449	2,571	2,700	2,835
Maintenance	2,213	2,324	2,440	2,562	2,690	2,824	2,966
Account Clerk I	2,213	2,324	2,440	2,562	2,690	2,824	2,966
Recreation Coordinator	2,389	2,509	2,634	2,766	2,904	3,049	3,202
City Services Specialist	2,322	2,438	2,560	2,688	2,822	2,963	3,111
Dispatcher	2,451	2,573	2,702	2,837	2,979	3,128	3,284
Com. Dev. Specialist I	2,451	2,573	2,702	2,837	2,979	3,128	3,284
Maintenance, Senior I	2,451	2,573	2,702	2,837	2,979	3,128	3,284
Wastewater Treat. Plant Oper. II	2,517	2,643	2,776	2,914	3,060	3,213	3,374
Com. Dev. Specialist II	2,648	2,780	2,919	3,065	3,218	3,379	3,548
Administrative Secretary	2,649	2,781	2,920	3,066	3,220	3,380	3,550
Team Member III	2,956	3,104	3,259	3,422	3,593	3,773	3,962
Senior Mechanic	2,988	3,138	3,295	3,459	3,632	3,814	4,005
Maintenance Senior II	3,127	3,283	3,447	3,620	3,801	3,991	4,190
Foreman/Crew Foreman	2,573	2,701	2,836	2,978	3,127	3,284	3,448
Management Analyst	2,635	2,767	2,905	3,051	3,203	3,363	3,532
Account Clerk III	3,143	3,300	3,465	3,638	3,820	4,011	4,212
Public Safety Officer	3,617	3,798	3,988	4,188	4,397	4,617	4,848
City Planner Assistant	3,933	4,130	4,337	4,553	4,781	5,020	5,271
Associate Engineer	4,553	4,781	5,020	5,271	5,534	5,811	6,102
Public Safety Sergeant	4,413	4,634	4,865	5,109	5,364	5,632	5,914

**Exempt & Supervisorial Staff: Not eligible for Overtime, Eligible for all other provisions of applicable MOU**

Administrative Supervisor	4,055	4,258	4,471	4,694	4,929	5,176	5,434
Maintenance Senior III	4,055	4,258	4,471	4,694	4,929	5,176	5,434
Public Safety Lieutenant	5,723	6,010	6,310	6,626	6,957	7,305	7,670

**Department Heads**

	<u>Minimum</u>		<u>Maximum</u>
City Manager	7,667	to	10,274
Director of Public Safety	6,840	to	9,166
City Services Director	5,968	to	8,246
Finance Director	5,686	to	7,620

EFFECTIVE 1.1.18

**Classification & Salary Schedule - ANNUAL**

01/01/2018- 12/31/2018

<u>Classification</u>	<u>Range</u>						
	1	2	3	4	5	6	7
Team Member I	22,880	24,024	25,225	26,486	27,811	29,201	30,661
Finance Clerk	22,880	24,024	25,225	26,486	27,811	29,201	30,661
Team Member II	25,226	26,488	27,812	29,203	30,663	32,196	33,806
Secretary 1	25,386	26,656	27,989	29,388	30,857	32,400	34,020
Maintenance	26,555	27,883	29,277	30,741	32,278	33,892	35,587
Account Clerk I	26,555	27,883	29,277	30,741	32,278	33,892	35,587
Recreation Coordinator	28,671	30,104	31,609	33,190	34,849	36,592	38,422
City Services Specialist	27,859	29,252	30,714	32,250	33,863	35,556	37,334
Dispatcher	29,409	30,880	32,424	34,045	35,747	37,534	39,411
Com. Dev. Specialist I	29,409	30,880	32,424	34,045	35,747	37,534	39,411
Maintenance, Senior I	29,409	30,880	32,424	34,045	35,747	37,534	39,411
Wastewater Treat. Plant Oper. II	30,210	31,720	33,306	34,972	36,720	38,556	40,484
Com. Dev. Specialist II	31,772	33,361	35,029	36,780	38,619	40,550	42,578
Administrative Secretary	31,784	33,374	35,042	36,795	38,634	40,566	42,594
Team Member III	35,476	37,250	39,113	41,068	43,122	45,278	47,542
Senior Mechanic	35,860	37,653	39,536	41,513	43,588	45,768	48,056
Maintenance Senior II	37,523	39,399	41,369	43,438	45,610	47,890	50,285
Foreman/Crew Foreman	30,873	32,417	34,038	35,740	37,527	39,403	41,373
Management Analyst	31,624	33,206	34,866	36,609	38,440	40,362	42,380
Account Clerk III	37,715	39,601	41,581	43,660	45,843	48,135	50,542
Public Safety Officer	43,410	45,580	47,859	50,252	52,765	55,403	58,173
City Planner Assistant	47,201	49,562	52,040	54,642	57,374	60,242	63,254
Associate Engineer	54,637	57,369	60,238	63,250	66,412	69,733	73,219
Public Safety Sergeant	52,957	55,605	58,385	61,304	64,369	67,588	70,967

**Exempt & Supervisorial Staff: Not eligible for Overtime, Eligible for all other provisions of applicable MOU**

Administrative Supervisor	48,663	51,096	53,651	56,333	59,150	62,108	65,213
Maintenance Senior III	48,663	51,096	53,651	56,333	59,150	62,108	65,213
Public Safety Lieutenant	68,682	72,116	75,721	79,508	83,483	87,657	92,040

**Department Heads**

	<u>Minimum</u>		<u>Maximum</u>
City Manager	92,000	to	123,289
Director of Public Safety	82,080	to	109,995
City Services Director	71,616	to	98,947
Finance Director	68,232	to	91,437

EFFECTIVE 1.1.18

**CITY OF LINDSAY RESOLUTION NO. 18-04**

**A RESOLUTION OF THE CITY COUNCIL OF  
THE CITY OF LINDSAY  
ADJUSTING THE SALARY MATRIX FOR STATE-MANDATED MINIMUM  
WAGE INCREASE ON JANUARY 1, 2018.**

WHEREAS, the State of California’s minimum wage on January 1, 2018 is \$11.00 per hour;  
and

WHEREAS, the City of Lindsay publishes its salary matrix (schedule); and

WHEREAS, the City pays staff in accordance with each employee’s step on the salary matrix  
for the position he or she holds;

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Lindsay that the City  
Council instructs staff to update the City’s salary matrix (schedule) to accommodate the  
increase in minimum wage from \$10.50 per hour in 2017 to \$11.00 per hour in 2018.

\* \* \* \* \*

The foregoing resolution was introduced and adopted at a regular meeting of the City  
Council of the City of Lindsay held on January 23, 2018, by the following vote, to wit:

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

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

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

DATED: January 23, 2018

ATTEST:

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

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





## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 23, 2018  
AGENDA #: 8  
STAFF: BRET HARMON, DIRECTOR OF FINANCE

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### AGENDA ITEM

TITLE	INFORMATION ITEM: MID-YEAR FINANCIAL UPDATE (FY 2017-2018)
ACTION	NO ACTION – INFORMATION ITEM ONLY
PURPOSE	Council Vision/Priority
COUNCIL OBJECTIVE(S)	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 the City Council peruse the Mid-Year Review for FY 2017-2018.

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### BACKGROUND | ANALYSIS

The City Council took significant steps in CY 2017 to improve the City's financial condition. Under the Council's leadership, the City successfully passed Measure O, a 1% transactions and use tax. The new tax took effect on October 1, 2017. First revenue from the tax came to the City toward the end of December 2017. The FY 2017-2018 includes \$600,000 in tax revenue from Measure O. The Council also formally addressed long-term borrowing concerns and outsourced the management and operations of McDermont Field House. These combined efforts are slowing the City's financial slide and beginning to pivot the City away from disaster toward a future with a potential for economic sustainability.

By no means is the City's condition healed. There are still many difficult financial recovery days ahead. Council's actions have recognized issues in ways that allow Staff and the community to understand clearly the challenges facing the City, which gives the City a greater likelihood for dealing with issues.

The Mid-Year review is an opportunity for Council and the community to see how the City performed between July 1, 2017 and December 31, 2017. The report compares actual performance against budget year to date. Just like a family's expenses vary each month, the City's expenses vary from month to month. The budget year-to-date amounts reflect the variation in the year rather than simply being half the City's budget.

The amounts in the report show whether the City is ahead of budget (positive) or behind budget (negative).

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The reader will see in-flow amounts (generally revenues) and out-flow amounts (generally expenditures/expenses). These in-flow and out-flow amounts are the difference between actual and budget for those classifications. Table 1 shows the various scenarios that cause in-flows or out-flows to be positive or negative.

Table 1. In-Flow / Out-Flow Scenarios

In-Flow: Positive	Actual Revenue > Budgeted Revenue
In-Flow: Negative	Actual Revenue < Budgeted Revenue
Out-Flow: Positive	Actual Expenses < Budgeted Expenses
Out-Flow: Negative	Actual Expenses > Budgeted Expenses

The Mid-Year Review indicates the General Fund is providing for its own needs; however, the General Fund will be the source for funds to cover short falls in McDermont (outsourced 12/31/2017) and Wellness Center. Covering the short fall at McDermont and Wellness Center pull the General Fund down to a negative position. The City hopes tax revenues during the remainder of the year will push the General Fund positive. All other Enterprise funds are tracking behind budget (negative net in-flow/out-flow).

An important point to understand is the amounts in the Mid-Year Report have been adjusted to account for delayed revenues or expenditures/expenses associated with the July-December period. It also reverses anomaly revenues or expenditures/expenses to indicate the actual performance of each department.

An example of a delayed payment is the Mid-Valley invoice the City typically receives in December arrive early January. The report adjusted the Mid-Year amounts for expense to show the true economic activity for Refuse.

An example of an anomaly revenue is the \$114,000 sale of water earlier in the Fiscal Year. Because the water sale was not anticipated it keeps the reader from seeing the underlying performance of the Water department, so the \$114,000 revenue was removed from the calculation.

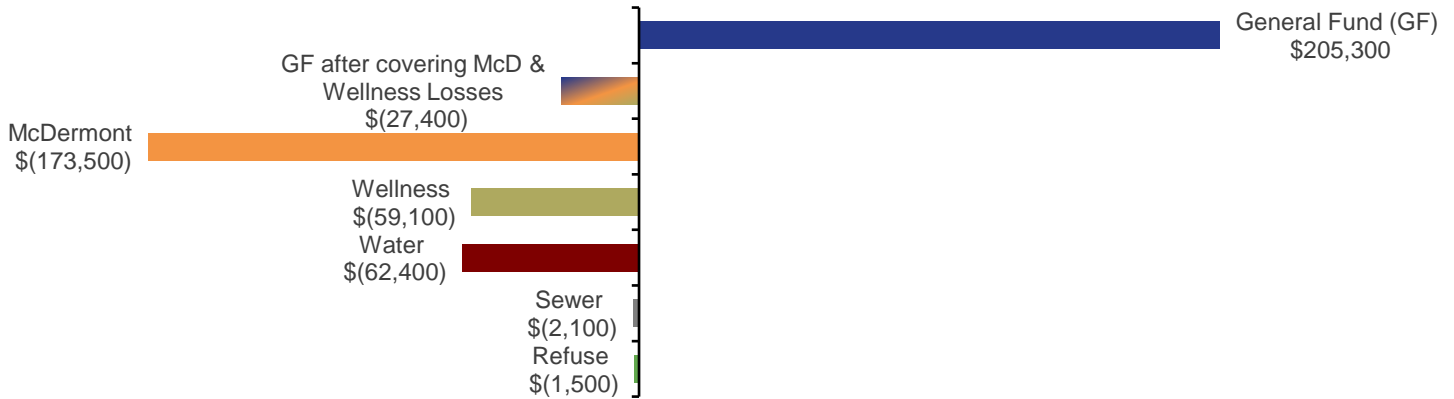
### ATTACHMENTS

- Mid-Year Review Summary

MID-YEAR FINANCIAL REVIEW | FY 2017-2018 | JULY 2017-DECEMBER 2017

**ACTUAL v. BUDGET SUMMARY**

The primary tool in evaluating mid-year performance is a comparison of actual revenue or expenditures to budget. This graph shows actual minus budget for the General Fund and the Enterprise Funds. Positive numbers indicate actual outperformed budget. Negative results indicate actual underperformed budget. The General Fund must cover losses at McDermont and/or Wellness. The multi-colored line shows the net impact on the General Fund.



**ACTUAL v. BUDGET DETAILS**

The section compares actual to budget by in-flows and out-flows. All amounts are rounded to nearest \$100 and are adjusted for late payments or anomalies.

General Fund (GF)	
In-Flow	136,200
Out-Flow	69,100
<b>Net</b>	<b>205,300</b>

GF after covering McD & WC	
In-Flow	136,200
Out-Flow	(163,600)
<b>Net</b>	<b>(27,400)</b>

**ANALYSIS**

- 1) GF - Better than expected sales tax.
- 2) McD slightly worse than expected.
- 3) WC needs attention and tenant.
- 4) \$114K sale removed from Water.
- 5) Water utility revenue insufficient.
- 6) Sewer utility revenue insufficient.
- 7) Refuse utility revenue insufficient.
- 8) Insufficient revenues to build reserve.

McDermont (McD)	
In-Flow	(172,500)
Out-Flow	(1,000)
<b>Net</b>	<b>(173,500)</b>

Wellness Center (WC)	
In-Flow	(21,500)
Out-Flow	(37,600)
<b>Net</b>	<b>(59,100)</b>

Water	
In-Flow	(19,700)
Out-Flow	(42,700)
<b>Net</b>	<b>(62,400)</b>

Sewer	
In-Flow	1,800
Out-Flow	(3,900)
<b>Net</b>	<b>(2,100)</b>

Refuse	
In-Flow	(4,200)
Out-Flow	2,700
<b>Net</b>	<b>(1,500)</b>



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 23, 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	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	2 <sup>nd</sup> Reading, 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.

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### RECOMMENDATION

Staff Recommends Approval

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### 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.
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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~~ 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:



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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.



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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.*



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## 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:

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.





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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.



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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.*



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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, and posting at public bulletin boards located at City Hall and the Lindsay Library.

### *ATTACHMENTS*

- Ordinance No. 562

**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 18.07.050 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.

The foregoing ordinance, read by title only with waiving of the reading in full was introduced at a regularly scheduled meeting on the 9th day of January 2018.

PASSED, APPROVED, and ADOPTED at a regular meeting of the City Council held on the 23rd 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



## STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA  
DATE: JANUARY 23, 2018  
AGENDA #: 10  
STAFF: BILL ZIGLER, CITY MANAGER

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### *AGENDA ITEM*

TITLE RESOLUTION 18-06 SUPPORTING SENATE BILL 623

ACTION CONSIDER RESOLUTION 18-06

PURPOSE Council Vision/Priority  
Discretionary Action

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

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### *RECOMMENDATION*

Consider and approve Resolution 18-06

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### *BACKGROUND | ANALYSIS*

Councilmember Cortes has requested that Council consider supporting City of Lindsay Resolution 18-06 in favor of SB 623. The goal of SB 623 would be to provide to Californians, as a human right, safe and affordable drinking water for drinking, cooking and sanitation purposes. This bill would create a sustainable funding source to support safe and affordable drinking water programs, including to ensure public water systems can afford to operate and maintain drinking water treatment systems to address contaminated drinking water. The attached document provides details and funding sources.

### *ALTERNATIVES*

- Postpone consideration
- Take no action

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

The City may receive assistance or resources to ensure it has clean, safe and affordable drinking water for its water customers.

### *ATTACHMENTS*

- Stakeholder Fact Sheet
  - Resolution 18-06
-



## **Senate Bill 623 (Monning): Safe and Affordable Drinking Water Fund**

### **Background**

More than one million Californians are exposed to unsafe drinking water each year,<sup>1</sup> and more than 300 California public water systems are currently out of compliance with drinking water standards. Some water systems have been unable to provide safe drinking water for multiple years.<sup>2</sup> Additionally, nearly 2 million Californians utilize domestic wells and/or state small water systems that are not eligible for most assistance programs, leaving them particularly vulnerable to unsafe drinking water.

Drinking water contaminants are dangerous and can cause a variety of both short and long-term health effects, with children and the elderly typically at greatest risk. Low-income communities and communities of color are disproportionately impacted by unsafe, unaffordable drinking water. However, drinking water challenges are found in every part of California, in both urban and rural settings, making this a statewide health crisis that requires a statewide response.

For years, the State Water Resources Control Board (State Water Board) and drinking water advocates have called for the creation of a new sustainable funding source to support safe drinking water needs, since other sources of funding such as bond funding or the Safe Drinking Water State Revolving Fund (SDWSRF) do not qualify to be used to support critical functions like ongoing operations and maintenance (O&M) costs for drinking water treatment. Small, rural and/or socioeconomically disadvantaged communities in particular often lack a sufficient ratepayer base to afford the entire cost of their ongoing drinking water treatment. The lack of a sustainable funding source means low-income communities and others have no outside support to draw upon forcing them to choose between water they cannot afford or water that they cannot drink.

As a state, California has policies in place to make sure all Californians have access to basic utilities like energy and even telecommunications. However, California has no corresponding policy to ensure universal access to the most fundamental of necessities: safe drinking water.

### **Solution**

SB 623 will establish a new Safe and Affordable Drinking Water Fund (Fund) to finally ensure universal access to safe and affordable drinking water in California. Highlights of SB 623 and the Fund include the following:

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<sup>1</sup> Annual Compliance Report to the US EPA from the California State Water Resources Control Board (SWRCB) Division of Drinking Water. [https://www.waterboards.ca.gov/drinking\\_water/certlic/drinkingwater/documents/dwddocuments/2015/2015\\_acr.pdf](https://www.waterboards.ca.gov/drinking_water/certlic/drinkingwater/documents/dwddocuments/2015/2015_acr.pdf)

<sup>2</sup> Human Right to Water Portal, SWRCB. [https://www.waterboards.ca.gov/water\\_issues/programs/hr2w/index.shtml](https://www.waterboards.ca.gov/water_issues/programs/hr2w/index.shtml)

1. The Fund will provide an ongoing source of funding to fill the "O&M gap" and cover other unmet emergency, interim and long-term drinking water solution needs.
2. The State Water Board, in consultation with a multi-disciplinary stakeholder group and after adoption of an annual fund implementation plan and needs assessment, shall prioritize funding to first focus on disadvantaged communities and low-income domestic well users with exceedances of primary drinking water standards where the cost of treatment or new sources would otherwise make the cost of the water service unaffordable. The funds collected will additionally provide for costs where no other currently existing sources of funding are available.
3. Funds shall also be prioritized to encourage long-term sustainability and cost-effectiveness of drinking water service and infrastructure.
4. The Fund will be operated transparently in a manner similar to other funding programs at the State Water Board, and will include stakeholder and public processes to solicit input and ensure funding is being targeted and deployed effectively. The State Water Board will also be required to conduct a public review and assessment of the Fund.
5. The Safe and Affordable Drinking Water Fund will be located in the State Water Board's Office of Sustainable Water Solutions, which is well situated to leverage other sources of existing or new funding. In addition, it will provide for coordination with the newly created multi-disciplinary technical assistance program focused on the needs of small disadvantaged communities, so that it may efficiently and effectively secure safe drinking water to impacted communities and residents throughout the state.

Funding shall come from an increase to the existing fertilizer mill fee, a new safe drinking water fee on dairies, and a new small safe drinking water fee assessed monthly on water bills. The combined fees will raise an estimated total of \$140 million annually for the first two years, and thereafter can be kept consistent or reduced by the State Water Board based on its annual needs assessments. Fees CANNOT be adjusted by the State Water Board to exceed the caps identified in statute. For single-family homes and most multi-family homes and businesses, the monthly safe drinking water fee is capped at a maximum of 95 cents, with an exemption from the fee for low-income households (under 200% of the federal poverty level).

The policies represented in SB 623 are informed by years of experience and discussion around how to solve California's long-standing gap in operations and maintenance funding for drinking water treatment and other unmet drinking water needs. They are the result of over a year of bipartisan policy discussions, convened by the author, Senate Majority Leader Senator Bill Monning, and crafted with input from major environmental justice, water, health, agricultural and environmental stakeholders. The breadth and strength of the historic coalition behind SB 623 is a testament to the urgency of this issue and the unique opportunity represented by SB 623 to finally secure safe drinking water for all Californians – both now and generations to come.

## SUPPORT

Agricultural Council of California  
Allensworth Community Services District  
Alliance of Child and Family Services  
Almond Alliance  
American Heart Association  
American Rivers  
American Stroke Association  
Armona Community Services District  
Arvin Community Services District  
American Stroke Association  
Asian Pacific Environmental Network  
La Asociación de Gente Unida por el Agua  
Black Women for Wellness  
California Audubon  
California Bicycle Coalition  
California Citrus Mutual  
CA Environmental Justice Alliance  
California Food Policy Advocates  
California Fresh Fruit Association  
California Housing Partnership  
California Labor Federation  
CA League of Conservation Voters  
California Rice Commission  
CA Partnership for the San Joaquin Valley  
CA Rural Legal Assistance Foundation  
CA Pan-Ethnic Health Network  
California Strawberry Commission  
California Water Service  
Catholic Charities, Diocese of Stockton  
Central California Environmental Network  
Central California Environmental Justice Network  
Center on Race, Poverty, & the Environment  
Ceres  
Church Brothers Farms  
City of Arvin  
City of Hanford  
City of Huron  
City of Porterville  
Clean Water Action  
Clif Bar  
Comite Civico del Valle  
Common Sense Kids Action  
Community Alliance for Agroecology  
Community Water Center  
Costa Farms  
County of Tulare  
Cultiva la Salud  
D'Arrigo Brothers of California  
Dolores Huerta Foundation  
Driscoll's  
El Quinto Sol de America  
Environmental Defense Fund  
Esperanza Community Housing CA  
Faith in the Valley  
Farm Bureau Monterey  
Foxy Produce  
Fresno Building Healthy Communities  
Friends Committee on Legislation of CA  
Friends of Calwa  
Gap, Inc.  
Grower-Shipper Association of Central California  
Kaweah Basin Water Quality Association  
Kaweah Delta Water Conservation District  
Kern County Farm Bureau  
Latino Coalition for a Healthy America  
Leadership Counsel for Justice and Accountability  
League of Women Voters  
Lutheran Office of Public Policy  
Merrill Farms  
Mission Readiness: Council for a Strong America  
Monterey County Board of Supervisors  
Naturipe  
NextGen America

Pacific Institute  
Pacific Water Quality Association  
Pepsico  
Physicians for Social Responsibility Los Angeles  
Planning and Conservation League  
PolicyLink  
Poplar Community Services District  
Public Health Advocates  
Public Interest Law Project  
Pueblo Unido CDC  
Rava Ranches  
Rio Farms  
Rural County Representatives of California  
Rural County Assistance Corporation  
Salinas Basin Agricultural Stewardship Group  
Self-Help Enterprises  
Service Employees International Union  
Sierra Nevada Brewing Company  
State Building and Construction Trades Council  
Strategic Actions for a Just Economy  
Strategic Concepts in Organizing & Policy Education  
Sultana Community Services District  
Sunflower Alliance  
The Coca-Cola Company  
TransForm  
United Farm Workers  
Water Quality Association  
Western Center on Law & Poverty  
Western Growers  
Western United Dairywomen  
Wholly H2O

**RESOLUTION NO. 18-06**

**A RESOLUTION OF THE CITY OF LINDSAY IN SUPPORT OF SENATE BILL 623 (MONNING), WHICH WOULD ESTABLISH A NEW STATE SAFE AND AFFORDABLE DRINKING WATER FUND TO SUPPORT SHORT AND LONG-TERM DRINKING WATER SOLUTIONS AND PROGRAMS, SUCH AS TO SUPPORT OPERATIONS AND MAINTENANCE FUNDING FOR DRINKING WATER TREATMENT AND TO SUPPORT A FUTURE LOW-INCOME WATER RATE ASSISTANCE PROGRAM.**

WHEREAS, all Californians have a human right to safe and affordable drinking water for drinking, cooking and sanitation purposes; and

WHEREAS, drinking water safety and affordability issues affect California communities across the state; and

WHEREAS, the City of Lindsay recognizes the adverse health risks associated with lack of safe and affordable drinking water to its constituents, with children and the elderly being particularly at risk; and

WHEREAS, for years, the State Water Resources Control Board and other policymakers have called for the creation of a sustainable funding source to support safe and affordable drinking water programs, including to ensure public water systems can afford to operate and maintain drinking water treatment systems to address contaminated drinking water; and

WHEREAS, the lack of a reliable funding source for operations and maintenance drinking water treatment costs has meant many communities are either unable to afford the cost of drinking water treatment, or are forced to pass on burdensome drinking water costs to constituents who may then struggle to be able to afford their drinking water;

NOW, THEREFORE, BE IT HEREBY RESOLVED by the City of Lindsay as follows:

1. The City of Lindsay affirms its support for a new safe and affordable drinking water fund that would support both short term and long-term programs and solutions for safe and affordable drinking water, including to help subsidize the high cost of operations and maintenance drinking water treatment costs and to support a future low-income water rate assistance program.

FURTHER RESOLVED, that the City of Lindsay supports SB 623 (Monning) which creates such a fund in the State Treasury, to be administered by the Office of Sustainable Water Solutions at the State Water Board.

\* \* \* \* \*

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Lindsay at a regular meeting thereof held on the 23<sup>rd</sup> day of 2018, by the following vote, to wit:

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

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

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

DATED: January 23, 2018

ATTEST:

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

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