LINDSAY CITY COUNCIL MEETING: REGULAR MEETING

CALL TO ORDER:	6:00pm
ROLL CALL:	Council Members Velasquez, Watson, Cortes, Mayor Pro Tem Salinas & Mayor Kimball
PLEDGE:	Mayor Kimball
INVOCATION:	Pastor Job Lara, Pastor at First Baptist Church of Lindsay
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 three minutes per person, with 30 minutes overall for the entire comment period, unless otherwise indicated by the Mayor. Participants speak at the stand after clearly stating their name for the Clerk.

1	**COUNCIL REPORTS** Council Members	City Council Members report on recent, current or upcoming events, activities or matters
2	**LHS STUDENT REPORT** Denise Macias	Student reports on recent, current or upcoming events, activities or matters related to the High School
3	**STAFF REPORT** Bill Zigler, City Manager	City Manager reports on recent, current or upcoming events, activities or matters
4	**CONSENT CALENDAR** Mayor Kimball Agenda Packet Pages 1-11	1. City Council Meeting Minutes for January 23, 2018 2. Warrant List for February 6, 2018 3. Treasurer's Report for January 2018 4. Temporary Use Permit 18-02 – Hot Dog Stand
5	**RESOLUTION 18-01** Brian Spaunhurst, Asst. Planner Agenda Packet Pages 12-169	**Continued Public Hearing & Resolution 18-01: California Environmental Quality Act Documents for Proposed Hermosa Street Intersection Improvement Project (Roundabout)** 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.
6	**RESOLUTION 18-06** Michael Camarena, City Services Agenda Packet Pages 170-172	**Authorizing the Mayor to Sign 2018 Contract Year Unreleased Restoration Flows Sales Agreement No. 18-WC-20-5147, Friant Division, Central Valley Project, California**
7	**RESOLUTION 18-08** Brian Spaunhurst, Asst. Planner Agenda Packet Pages 173-178	**Conveyance of property to Lindsay Unified School District:** Conveyance of approximately 1.0 acre for green space improvements
8	**RESOLUTION 18-09** Brian Spaunhurst, Asst. Planner Agenda Packet Pages 179-184	**Conveyance of property to Lindsay Hospital District:** Conveyance of approximately 0.14 acres for parking lot improvements

9	**ACTION ITEM** Michael Camarena, City Services Agenda Packet Pages 185-196	San Joaquin River/Friant Kern Canal Watershed Sanitary Survey Update. State regulations require that all small public water systems using a surface water supply complete a WSSU of the watershed at least every five years (Title 22, California Code of Regulations, section 64665).
10	**ACTION ITEM** Michael Camarena, City Services Agenda Packet Pages 197-199	City Engineer Transfer Agreement
11	**ACTION ITEM** Michael Camarena, City Services Agenda Packet Pages 200-212	Request for Qualifications for Civil Engineering Services
12	**RESOLUTION 18-07** Bret Harmon, Finance Agenda Packet Pages 213-229	**Authorized Utility Payment Location Contract between the City of Lindsay and Joyería El Dorado.** City utility users will be able to pay their utility bills at this authorized location using cash or check.
13	**FUTURE AGENDA ITEMS** Council Members	Council members request items for future agendas.
14	**EXECUTIVE SESSION**	No executive session
15	**ADJOURN** Mayor Kimball	Council adjourns meeting. The next Regular City Council meeting will be held at 251 E. Honolulu Street, Lindsay at 6:00PM on February 27, 2018.

REGULAR MEETING

ROLL CALL	Council Member Velasquez	Council Member Watson	Council Member Cortes	Mayor Pro Tem Salinas	Mayor Kimball
6:00PM	Present	Absent with notice	Present	Present	Absent with notice

FLAG SALUTE: Velasquez | INVOCATION: Pastor Matt Sonstegard, Bethel Primitive Baptist Church

PUBLIC COMMENT

Speaker	Comment Summary
Eric Sinclair	Shared his experiences from pre-school and kindergarten in orange and olive groves. Talked about the media and his love of politics and social media. Shared his feelings regarding protesters and illegal.
Jenna Wise	Principal at Jefferson elementary school. The district is supportive of safer ways to cross streets, mark parking and safe streets. The school is very supportive of the roundabout. Rebutted statements made last week about the school ordering signs to block traffic. The district will work with the City to make learners safe.
Jana Kliegl	She is a past school superintendent. Discussed the history of the school working with experts to identify needs at the intersection by Jefferson school. The expert, with a second confirming, told the school district a roundabout would be the safest option for protecting learners, and that a stop light being the least safe. Followed advice of experts to make progress to date by adjusting vehicle access and direction. She is in favor of the roundabout. Roundabouts are the safest option. Talked about Sedona, Arizona that has many, many roundabouts and many visitors, including senior citizens, and how safe it is and how easily the visitors and seniors navigate the roundabouts.
John Ennis	Non-resident. would like to see Hermosa reclassified in the general plan. Encouraged City to make sure the roundabout is properly engineered.
Wischemann	Expressed condolences to Council Member Velasquez for the loss of his father. Believes it is important how the children cross the street. Concerned about the OmniMeans study. Will comment more in the future.
Weston Anderson	District representative for Senator Vidak. Presented information about a Career & Resource Expo at Tachi Palace on Thursday, January 25, 2018. All businesses at the job fair will have open positions. Positions at all levels will be available.
Diana Matta	Thanked Mario Zamora for taking time to show her how the roundabout will work last week. It meant a lot to her. Expressed appreciation to the City Manager for taking time to meet with people in the Park Friday mornings for Coffee in the Park.

BUSINESS

1. COUNCIL REPORTS

Speaker	Comment Summary
Velasquez	Meeting with EDC
Cortes	Orange Blossom Parade applications are out. Ono City organization is having a teriyaki dinner in conjunction with the coronation. Youth sports sign-ups are upcoming. Children theater production is currently going on. Encouraged the community to visit with Council about questions or concerns.
Salinas	Expressed how the community does not see all the background work the Council does. They research issues and prepare before meetings. Encouraged people to call them.

2. LHS STUDENT REPORT

Speaker	Comment Summary
Macias	Absent

3. STAFF REPORT & ACTIVITY SUMMARY

Speaker	Comment Summary
Zigler	Met with Andy Vidak's office. Meetings with Climatec and HCD this week. Will meet with potential tenant at the Wellness Center. Richard Rios is retiring from the golf course. The golf course will close. Frankie may stay in the snack bar. Will discuss what to do with golf course with Council. There are opportunities. Will meet with El Quinto Sol later this week. Council member Cortes would like to go to the meeting. Chamber awards, this week. Mari Carrillo will be an honoree. Will be away from Feb. 1 thru Feb. 5. Reviewing Cannabis information received from Farmersville. Looking at fireworks and health and safety ordinance updates. Working on conversion to LED lighting. Just Energy establishing a presence in the area. O-Sushi is coming to

	the old Straw Hat Pizza Location. Staff will review signage at current roundabout. Plan to install by end of February. Water is sufficient. Well 14 has passed its DBCP tests for almost a year.
Sgt. Nave	Reviewed a number of recent events dealing with armed robberies, theft, felony firearm/drugs, captured a felon on Tulare County's Top 10 Felon list, stopped a chop shop, and took firearms off the street. Public Safety is working diligently to keep the community safe.
Lisa Davis	New Wellness Center and Aquatic Supervisor. She introduced herself to Council. Shared some of her work experience, particularly her work at the Tule Tribe in recreation for 8½ years.

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

Speaker	Comment Summary
Velasquez	Moved for approval.

1st Motion	2nd Motion	Velasquez	Watson	Cortes	Salinas	Kimball	Result
Velasquez	Cortes						Approved 3-0

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

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.

Speaker	Comment Summary
Salinas	Read the title of the resolution. Because the Mayor and Council Member Watson are absent.
Cortes	Made motion to postpone to 2/13.

1st Motion	2nd Motion	Velasquez	Watson	Cortes	Salinas	Kimball	Result
Cortes	Velasquez						3-0 Approved postpone to 2/13

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.

Speaker	Comment Summary
Harmon	Read the Staff Report to the City Council about the 61' Enforcer heavy-duty sky-boom aerial water tower engine from Pierce, explained the purchase process, the manufacturing process, the costs, timing of annual payments and the expected delivery date. Discussed the City's need for the new engine and how Measure O will provide the funding for it.

1st Motion	2nd Motion	Velasquez	Watson	Cortes	Salinas	Kimball	Result
Velasquez	Cortes	Yes		Yes	Yes		Approved 3-0

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

Speaker	Comment Summary
Harmon	Explained how changes in state law require the City to increase the pay for minimum wage employees to $11.00 per hour.

1st Motion	2nd Motion	Velasquez	Watson	Cortes	Salinas	Kimball	Result
Cortes	Velasquez	Yes		Yes	Yes		3-0 Approved

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.

Speaker	Comment Summary

Harmon	Presented staff report and gave presentation explaining the condition of the general fund, recreation funds and utility funds.
Cortes	Asked about comparison to other communities.
Camarena	Discussed expenses of taking water from the canal. Charging 2009 rates in 2018.
Salinas	We need to make sure the rates match the costs.
Zamora	Usage is down through conservation efforts. The revenue loss from the conservation efforts has impacted communities. Other communities are going through the same process of looking to increase fees.
Zigler	There is now data showing the need for a Prop 218.

9. ORDINANCE 562: AMENDING MUNICIPAL CODE PERTAINING TO ACCESSORY AND GARDEN STRUCTURE HEIGHT LIMITS – SECOND READING

Speaker	Comment Summary
Spaunhurst	Staff did not make changes from the first reading. Purpose is to allow people to build structures in their yards to beautify their homes.

1st Motion	2nd Motion	Velasquez	Watson	Cortes	Salinas	Kimball	Result
Velasquez	Cortes	Yes	[redacted]	Yes	Yes	[redacted]	Approved 3-0.

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

Speaker	Comment Summary
Zigler	Explained the purpose of the bill to provide a revenue source for delivering affordable drinking. There are some water purveyors who are against it because of the desire to avoid dealing in payment collections.
Cortes	Expressed that there are agencies willing to help us in any way necessary.

1st Motion	2nd Motion	Velasquez	Watson	Cortes	Salinas	Kimball	Result
Cortes	Velasquez	Yes	[redacted]	Yes	Yes	[redacted]	Approved 3-0

11. FUTURE AGENDA ITEMS

Speaker	Comment Summary
Salinas	Asked if Council will hear about Cannabis next time.
Zigler	Next time Staff will present information in how, where, how much, etc. It will be general discussion because it is complex.
Zamora	Council should start to think about where it would want it and what it would like to allow.

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

Speaker	Comment Summary
None	Nothing to report

13. ADJOURN

1st Motion	2nd Motion	Velasquez	Watson	Cortes	Salinas	Kimball	Result
Cortes	Velasquez	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	Approved 3-0

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.

ATTEST:

Bret Harmon, City Clerk

CITY COUNCIL OF THE CITY OF LINDSAY

Pamela Kimball, Mayor

FUND	Check #	Date	Vendor #	Vendor Name	Description		Amount
TOTAL						$	121,865.98
101 - GENERAL FUND	91589	1/25/2018	020	ANDERSON FENCE COMP	REPAIR ROLL GATE/YA	$	229.46
101 - GENERAL FUND	91590	1/25/2018	5457	AUTO ZONE COMMERCIA	LED BULBS	$	33.49
101 - GENERAL FUND	91591	1/25/2018	4281	BRIAN E. WATSON	DEC 2017	$	50.00
101 - GENERAL FUND	91594	1/25/2018	6250	CENTRAL VALLEY TOXI	CASE #17-1614 RUIZ	$	116.00
101 - GENERAL FUND	91596	1/25/2018	5832	CINTAS CORPORATION	6214422747 ,6214227	$	1,306.42
101 - GENERAL FUND	91597	1/25/2018	279	CITY OF PORTERVILLE	CNG FUEL	$	464.38
101 - GENERAL FUND	91599	1/25/2018	1463	DANNY SALINAS	DEC 2017	$	50.00
101 - GENERAL FUND	91601	1/25/2018	316	DEPT OF JUSTICE	DEC 2017	$	469.00
101 - GENERAL FUND	91604	1/25/2018	2668	ELISEO MENDEZ	MEALS	$	100.00
101 - GENERAL FUND	91607	1/25/2018	6010	FRONTIER COMMUNICAT	209-042-9309	$	2,599.90
101 - GENERAL FUND	91608	1/25/2018	1970	GIOTTO'S	ALARM SERV 2018	$	1,572.00
101 - GENERAL FUND	91611	1/25/2018	2601	JOHN HIBLER WEATHER	DEC 2017 SERV	$	50.00
101 - GENERAL FUND	91613	1/25/2018	4378	JOSEPH H AVINA	BLD INSPECTOR CHARG	$	812.00
101 - GENERAL FUND	91614	1/25/2018	5542	KRC SAFETY CO., INC	BARRICADES	$	529.42
101 - GENERAL FUND	91616	1/25/2018	6103	LAURA CORTES		$	50.00
101 - GENERAL FUND	91617	1/25/2018	1422	LINDSAY TRUE VALUE	C.S DEC 2017	$	1,823.06
101 - GENERAL FUND	91618	1/25/2018	5424	LINDSAY VETERINARY	EXAM	$	45.00
101 - GENERAL FUND	91619	1/25/2018	234	MARTIN'S TIRE & AUT	TIRE REPAIR	$	25.05
101 - GENERAL FUND	91622	1/25/2018	1426	PAM KIMBALL	DEC 2017	$	75.00
101 - GENERAL FUND	91623	1/25/2018	6252	PEPPER BALL	ELISEO MENDEZ	$	300.00
101 - GENERAL FUND	91625	1/25/2018	3036	PRO FORCE LAW ENFOR		$	504.04
101 - GENERAL FUND	91627	1/25/2018	285	QUILL CORPORATION		$	350.03
101 - GENERAL FUND	91628	1/25/2018	3840	RICHARD RIOS	DEC 2017	$	1,800.00
101 - GENERAL FUND	91630	1/25/2018	302	SEQUOIA TOWING		$	120.00
101 - GENERAL FUND	91631	1/25/2018	5624	SIERRA SANITATION,	FINANCE CHARGE	$	176.88
101 - GENERAL FUND	91632	1/25/2018	307	SILVAS OIL COMPANY	FUEL/ SILVA'S OIL	$	2,920.84
101 - GENERAL FUND	91635	1/25/2018	6146	SUPERION, LLC		$	3,209.85
101 - GENERAL FUND	91641	1/25/2018	364	STEVE VELASQUEZ	DEC 2017	$	50.00
101 - GENERAL FUND	91642	1/25/2018	1041	VERIZON WIRELESS	VERIZON BILL	$	127.36
101 - GENERAL FUND	91643	1/25/2018	5732	WILBUR-ELLIS COMPAN	50LB BG WECO	$	646.50
101 - GENERAL FUND	91644	1/25/2018	2790	WILLDAN INC.	PHS 2001 PLAN CK	$	920.00
261 - GAS TAX FUND	91602	1/25/2018	113	DEPT OF TRANSPORTAT	OCT-DEC 2017 SERV.	$	294.48
261 - GAS TAX FUND	91609	1/25/2018	1391	HOME DEPOT	OUTDOOR LT	$	58.40
261 - GAS TAX FUND	91610	1/25/2018	5541	JACK DAVENPORT SWEE	STREET SWEEPING	$	3,000.00
261 - GAS TAX FUND	91640	1/25/2018	4865	VALLEY ELECTRICAL S	STL HND HOLE COVER	$	70.26
261 - GAS TAX FUND	91645	1/25/2018	382	ZUMAR INDUSTRIES IN	ALL WAY-18X16 SIGNS	$	224.12
300 - MCDERMONT OPERAT	91633	1/25/2018	310	SOUTHERN CA. EDISON	MCD 12-11-12-312017	$	20.13
300 - MCDERMONT OPERAT	91637	1/25/2018	144	THE GAS COMPANY	MCD 12-27-17 1-1-18	$	23.29
552 - WATER	91592	1/25/2018	051	BSK	BSK TESTING	$	1,225.00
552 - WATER	91593	1/25/2018	076	CENTRAL VALLEY BUSI	METER SERVICE ORDER	$	221.54
552 - WATER	91598	1/25/2018	102	CULLIGAN	ACCT. 154799	$	464.97
552 - WATER	91600	1/25/2018	388	DENNIS KELLER/JAMES	WELL 15 - PROJECT	$	4,736.64
552 - WATER	91605	1/25/2018	6052	FRANK JUAREZ	EDUCATION INCENTIVE	$	120.00
552 - WATER	91606	1/25/2018	137	FRIANT WATER AUTHOR	FKC CONVEYANCE COST	$	1,796.00
552 - WATER	91612	1/25/2018	5507	JOSE VEGA	BOOT ALLOWANCE	$	198.26
552 - WATER	91624	1/25/2018	5796	PRESORT OF FRESNO L	DBP MAILER 4TH QTR	$	1,011.29
552 - WATER	91629	1/25/2018	6053	RUDY HERNANDEZ	EDUCATION INCENTIVE	$	120.00
552 - WATER	91636	1/25/2018	1183	SWRCB	WTR SYS FEE 17/18	$	5,818.00
552 - WATER	91638	1/25/2018	2960	UNITED STATES BUREA	5-07-20 W428L	$	191.64
552 - WATER	91639	1/25/2018	356	USA BLUEBOOK	BATTERIES/LIGHT KIT	$	329.89
553 - SEWER	91603	1/25/2018	5978	DOMINO SOLAR LTD	SEWER UTILITIES	$	3,521.85
553 - SEWER	91615	1/25/2018	3452	KURZ TRUCK SERVICE	CRANE SERVICE	$	300.00
553 - SEWER	91620	1/25/2018	6251	MAURILIO BANUELOS	REIMBURSEMENT SEWER	$	422.52

FUND	Check #	Date	Vendor #	Vendor Name	Description		Amount
553 - SEWER	91626	1/25/2018	4618	PROVOST & PRITCHARD	2017 GMW RPRT E PON	$	2,226.00
554 - REFUSE	91621	1/25/2018	5852	MID VALLEY DISPOSAL	OCT 2017 BILLING	$	69,241.38
600 - CAPITAL IMPROVEMEI	91634	1/25/2018	517	STAPLES	MARKERS ROUNDABOUT	$	47.18
720 - HOME REVOLVING LN	91595	1/25/2018	4547	CHICAGO TITLE CO.	DEPOSIT TO PROCEED	$	4,657.46

Monthly Treasurer's Report

January 31, 2018

Cash Balances Classified by Depository

CASH RESOURCES

LOCATION	GL ACCOUNT #	TYPE	BALANCE
Cash Register Funds (City Hall, McD & Wellness)	100-102	RES	$800
Bank of the Sierra - Payroll	100-106	GEN	$425,716
Bank of the Sierra - AP/Operating	100-100	GEN	$445,285
Bank of the Sierra - McDermont	100-500	GEN	$105,497
Bank of the Sierra - Impound Account	100-120	RES	$50,585
Bank of the Sierra - WWTP Project	100-553	RES	$3,128
Bank of the Sierra - Water Project	100-552	RES	$152
Bank of the Sierra- Depository Account	100-114	GEN	$931,345
LAIF Savings: City & Successor Agency	100-103	INV-RES	$416,404
TOTAL			**$2,378,912**

CASH EXPENDED

ACCOUNTS PAYABLE & PAYROLL	AMOUNT
Accounts Payable (Includes Debt Services Pmts)	$579,614
Payroll (January 5 Payday)	$175,815
Payroll (January 19 Payday)	$186,757
TOTAL	**$ 942,186**

DEBT SERVICE	AMOUNT
2015 Refunding Bond Payment	$241,603
TOTAL	$ 241,603

INVESTMENTS

INVESTMENT POLICY COMPLIANCE

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

INVESTED FUNDS	**$416,404**

Respectfully submitted,

Bret Harmon

Director of Finance
City of Lindsay

ABBREVIATIONS

GEN: GENERAL UNRESTRICTED
RES: RESTRICTED ACTIVITY
INV: INVESTMENT

STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA
DATE: FEBRUARY 13, 2018
AGENDA #: 4.4
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

AGENDA ITEM

TITLE	Temporary Use Permit 18-02 Hot Dog Stand
ACTION	Requested Minute Order 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

As similar temporary use requests have been approved and said requests have not created issues with public safety or city services, staff recommends that the City Council grant Minute Order Approval of Temporary Use Permit No. 18-02, based on the findings and subject to these conditions.

· The hot dog stand would be located consistent with the proposed site plan.

· The hot dog stand would not obstruct clear driveway accesses.

· All necessary licenses and permits would be secured prior to operation.

· Restroom access will be provided to employees on site.

· The use would be limited to the hours between 8 AM and 10:00 PM for operation.

· The temporary use permit would be effective upon February 14, 2018 – August 16, 2018.

· The preparation and sale of any food on site would be certified by the Tulare County Health Department. Food would not be sold without said certificate.

· The site and surrounding area would be maintained in a clean and neat condition, free of all trash and debris. Upon conclusion of the temporary use, the site would be returned to its original condition.

· The applicant would comply with all applicable city codes and ordinances.

· Letter of permission from property owner at 240 N. Mt. Vernon to operate on premises to be provided to City Planner before February 14, 2018.

BACKGROUND | ANALYSIS

Temporary Use Permit 18-02 is a request by Larry Twitty to operate a hot dog stand in the northern area of the property located at 240 N. Mt. Vernon. The project site is bordered by commercial use to the north and west, industrial to the south, and residential to the east.

The duration of the temporary use would be on Wednesdays and Thursdays from February 14, 2018 – August 16, 2018. Hours of operation would be between 8 am and 10 pm, daily.

ALTERNATIVES

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

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.

No impacts are anticipated.

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

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

SECTION 18.17.180 TEMPORARY USE PERMITS

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

A. Temporary use permits shall be for a fixed period of time, not to exceed thirty calendar days per year for each outdoor temporary use, and six months for all other uses or structures.

B. Adequate and safe ingress and egress shall be provided to the project site. Directional signing, barricades, fences, and landscaping may be required as a condition of permit approval. Private security personal may also be required for promotional events.

C. Adequate parking facilities shall be provided for each temporary use.

D. The proposed temporary use will not adversely impact traffic circulation or result in traffic congestion in the project area.

E. Upon termination of a temporary use, or abandonment of the site, the applicant shall remove materials and equipment, and restore the premises to its original condition.

F. Reasonable time limits for hours of operation may be set by the city council as a condition of permit approval.

G. Applicants for temporary use permits shall secure all other applicable licenses and permits prior to issuance of a temporary use permit.

H. Signing for temporary uses shall be subject to the approval of the community development department.

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

Access: The project site provides safe access via two parking lot entrances on Hermosa Street and Mount Vernon Avenue. Staff believes that these accesses meet the required criteria for a temporary use permit.

Parking: While there are no marked parking spaces, planning staff is satisfied that there is adequate parking space for this requested use due to the size of the paved parking area and the available on-street parking availability.

Hours of Operation: Reasonable hours of operation are proposed for this type of use: 8 am to 10 pm, daily.

Duration of Permit: Council may approve this temporary use permit request for a time period not exceeding a cumulative total of 6 months. The applicant is allowed up to six months (from February 14, 2018 – August 16, 2018).

Food Safety: The preparation and sale of food would be certified by the Tulare County Health Department, which would also be verified by the City Fire Department.

Site Cleanup: The applicant would be required to maintain the site and surrounding area in a clean and neat condition, free of all trash and debris. Upon the conclusion of operation, the site would be returned to its original condition.

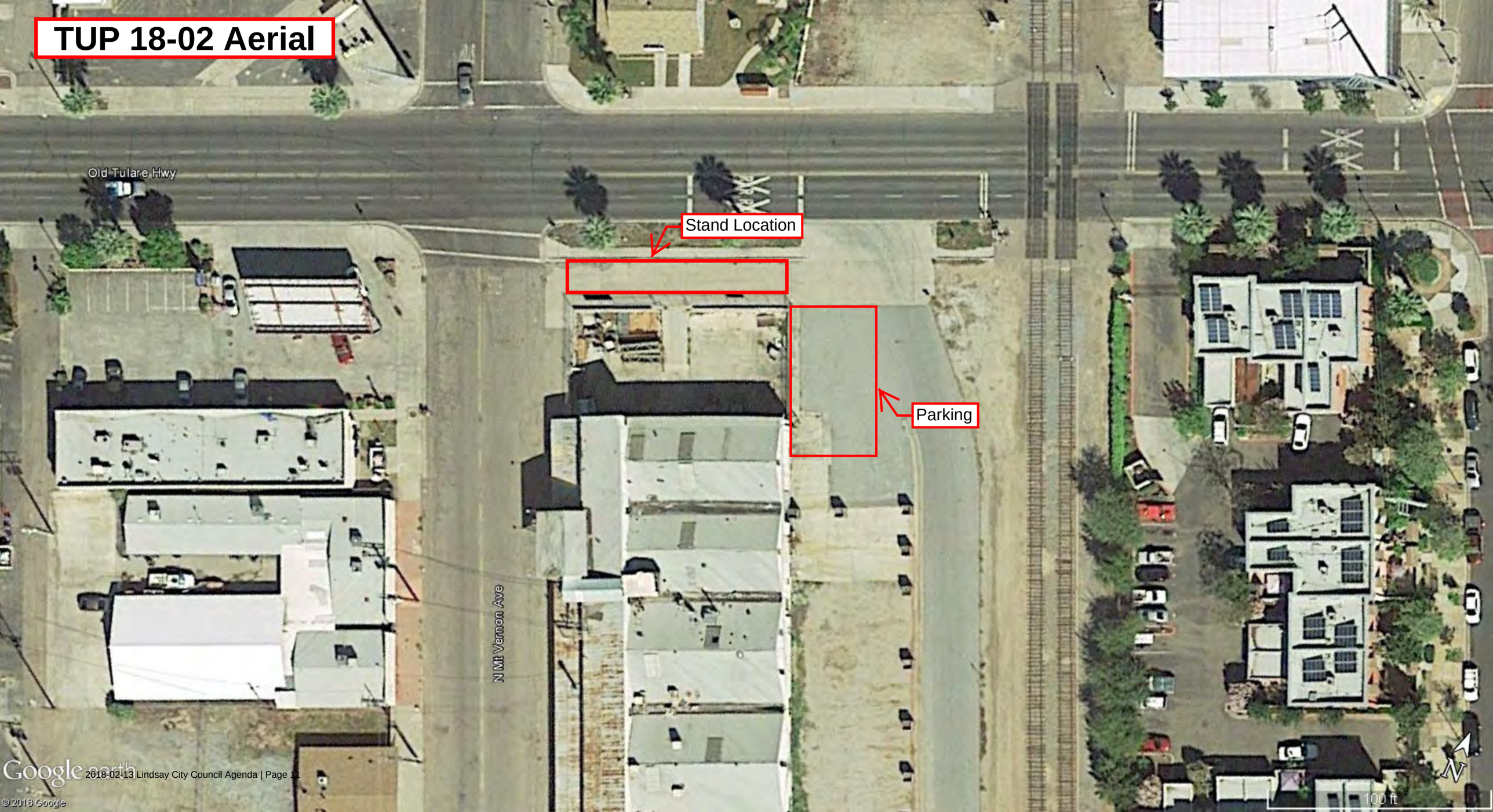
Restroom Facilities: Restroom access for employees is located within the existing structure at the site.

PUBLIC OUTREACH

Posted in this agenda

ATTACHMENTS

- Site Plan


TUP 18-02 Aerial
Old Tulare Hwy
Stand Location
Parking
N Mt Vernon Ave
Google earth
© 2018 Google
100 ft
N

STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA
DATE: February 13, 2018
AGENDA #: 5
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

AGENDA ITEM

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

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.

<u>This request for approval is for the environmental work only.</u>

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.

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

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

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 imminent 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, 1/4/18, 2/2/18, AND 2/6/18

HELD PUBLIC HEARING ON 1/9/18

The City has also recently installed additional signage at the existing roundabout in response to public comments received. The City strives to make pedestrian safety and education a priority.

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

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
- 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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LIST OF FIGURES

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

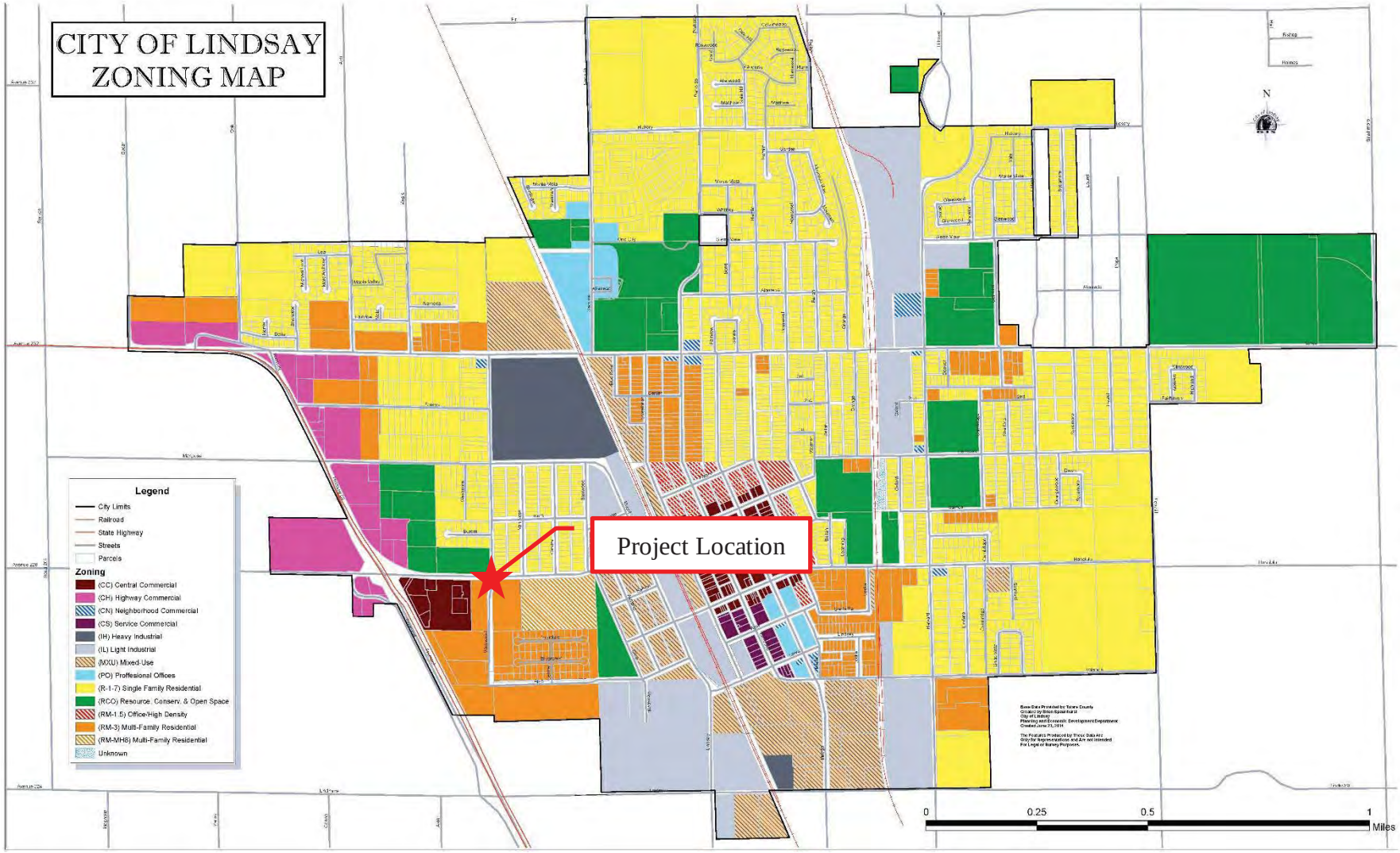
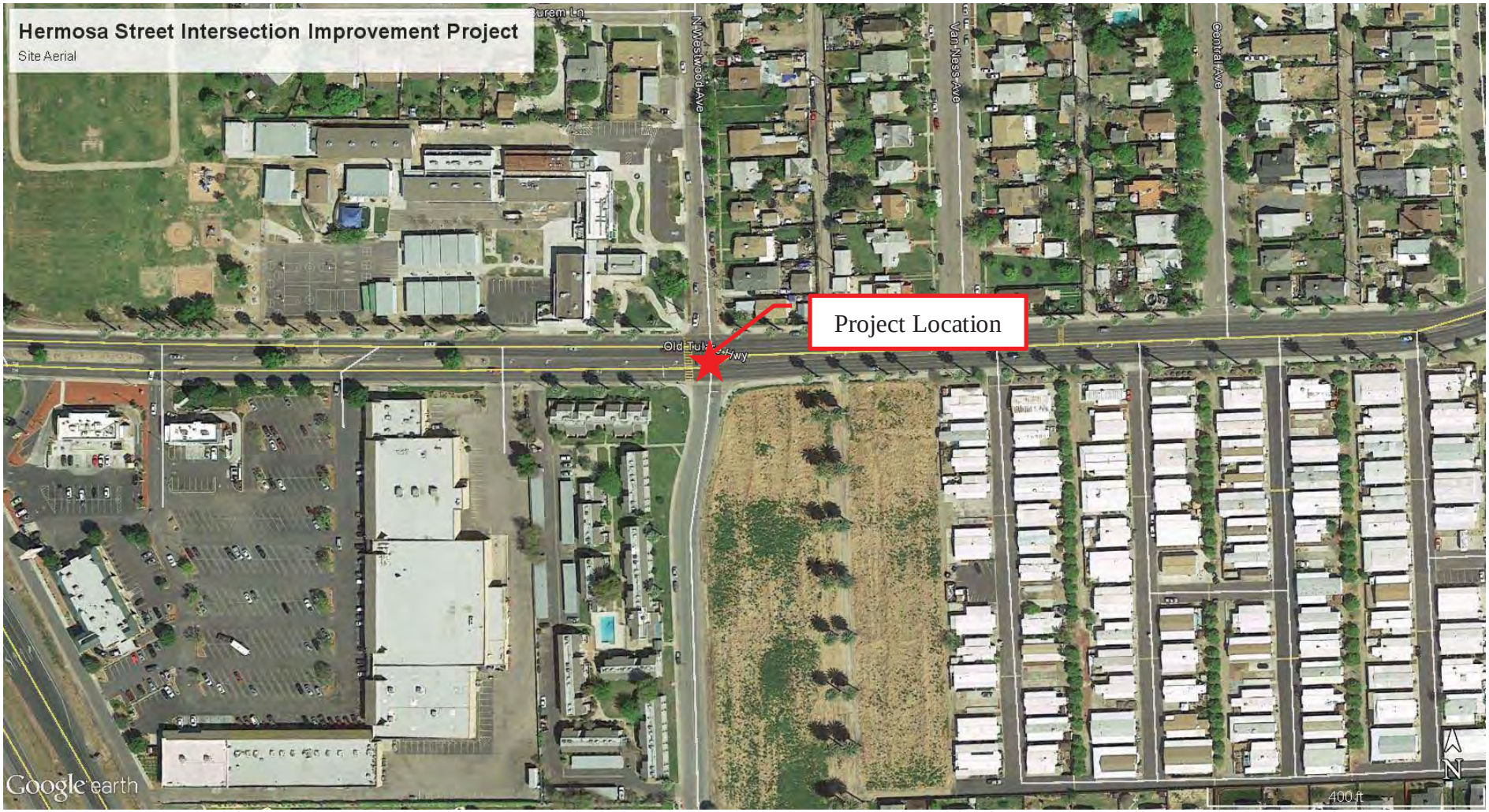


Figure 3.2 Site Aerial Photo



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

Evaluation Criteria	Build Alternative	No-Build Alternative
Improves Traffic Safety	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.
Minimizes Environmental Impacts	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.
Meets Purpose and Need	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
AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion:

a – 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion:

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?	☐	☒	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Discussion:

a). 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 (7th 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

The following controls are required to be implemented at all construction sites in the San Joaquin Valley Air Basin
• All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover. • All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.

- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition.
- When materials are transported off-site, all materials shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions). (Use of blower devices is expressly forbidden).
- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
- Within urban areas, 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?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion:

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?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Discussion:

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

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

6.6 Geology and Soils

GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Discussion:

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?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Discussion:

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

The principal GHGs are carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), sulfur hexafluoride (SF6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H2O). CO2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO2 equivalents (CO2e).

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

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

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

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

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

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

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

a). Less Than Significant Impact.

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_2e) 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_2e, 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?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion:

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

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

Discussion:

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?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion:

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?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion:

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

Discussion:

a – c) and e – f). No Impact. The project would not expose persons to generation of noise levels in excess of standards. The project would not expose persons to the generation of ground-borne vibrations or ground-borne noise. The project would not create a substantial permanent increase in ambient noise levels. The project 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. <u>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.</u> 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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion:

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

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

Discussion:

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?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion:

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?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Discussion:

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?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion:

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?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Discussion:

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, 7th 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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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

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

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

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

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
Maximum	**1.0095**	**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**

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
Maximum	**1.0095**	**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**

	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	N20	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**

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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
Total	**0.7076**	**2.6924**	**4.3593**	**0.0124**	**0.7559**	**0.0278**	**0.7837**	**0.2032**	**0.0269**	**0.2302**	**12.3288**	**1,338.4882**	**1,350.8170**	**0.8882**	**8.5000e-003**	**1,375.5554**

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
Total	**0.7076**	**2.6924**	**4.3593**	**0.0124**	**0.7559**	**0.0278**	**0.7837**	**0.2032**	**0.0269**	**0.2302**	**12.3288**	**1,338.4882**	**1,350.8170**	**0.8882**	**8.5000e-003**	**1,375.5554**

	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	N20	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

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
Total	**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**

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
Total	**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**

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
Total	**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**

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
Total	**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**

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
Total	**0.0230**	**0.2431**	**0.1007**	**1.7000e-004**	**0.0903**	**0.0124**	**0.1028**	**0.0497**	**0.0114**	**0.0611**	**0.0000**	**15.9624**	**15.9624**	**4.9700e-003**	**0.0000**	**16.0866**

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
Total	**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**

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
Total	**0.0230**	**0.2431**	**0.1007**	**1.7000e-004**	**0.0903**	**0.0124**	**0.1028**	**0.0497**	**0.0114**	**0.0611**	**0.0000**	**15.9624**	**15.9624**	**4.9700e-003**	**0.0000**	**16.0866**

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
Total	**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**

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
Total	**0.0667**	**0.7654**	**0.5158**	**8.9000e-004**	**0.0113**	**0.0340**	**0.0453**	**6.2100e-003**	**0.0316**	**0.0378**	**0.0000**	**80.7289**	**80.7289**	**0.0233**	**0.0000**	**81.3101**

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
Total	**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**

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
Total	**0.0667**	**0.7654**	**0.5158**	**8.9000e-004**	**0.0113**	**0.0340**	**0.0453**	**6.2100e-003**	**0.0316**	**0.0378**	**0.0000**	**80.7288**	**80.7288**	**0.0233**	**0.0000**	**81.3100**

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
Total	**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**

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
Total	**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**

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
Total	**0.0440**	**0.1614**	**0.3066**	**8.0000e-004**	**0.0587**	**1.6100e-003**	**0.0603**	**0.0157**	**1.5100e-003**	**0.0173**	**0.0000**	**73.4957**	**73.4957**	**3.2900e-003**	**0.0000**	**73.5777**

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
Total	**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**

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
Total	**0.0440**	**0.1614**	**0.3066**	**8.0000e-004**	**0.0587**	**1.6100e-003**	**0.0603**	**0.0157**	**1.5100e-003**	**0.0173**	**0.0000**	**73.4957**	**73.4957**	**3.2900e-003**	**0.0000**	**73.5777**

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
Total	**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**

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
Total	**0.0295**	**0.1133**	**0.2015**	**5.9000e-004**	**0.0443**	**1.0500e-003**	**0.0453**	**0.0119**	**1.0000e-003**	**0.0129**	**0.0000**	**54.2355**	**54.2355**	**2.2200e-003**	**0.0000**	**54.2911**

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
Total	**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**

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
Total	**0.0295**	**0.1133**	**0.2015**	**5.9000e-004**	**0.0443**	**1.0500e-003**	**0.0453**	**0.0119**	**1.0000e-003**	**0.0129**	**0.0000**	**54.2355**	**54.2355**	**2.2200e-003**	**0.0000**	**54.2911**

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
Total	**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**

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
Total	**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**

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
Total	**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**

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
Total	**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**

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
Total	**0.8509**	**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**

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
Total	**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**

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
Total	**0.8509**	**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**

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
Total	**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**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3200	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

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	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

	Miles			Trip %			Trip Purpose %		
Land Use	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

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
NaturalGas 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
NaturalGas 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

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
Total		**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**

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
Total		**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**

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
Total		**133.4989**	**5.5100e-003**	**1.1400e-003**	**133.9765**

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
Total		**133.4989**	**5.5100e-003**	**1.1400e-003**	**133.9765**

6.0 Area Detail

6.1 Mitigation Measures Area

	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
Total	**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

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
Total	**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**

7.0 Water Detail

7.1 Mitigation Measures Water

	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
Total		**19.1323**	**0.2279**	**5.5100e-003**	**26.4704**

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
Total		**19.1323**	**0.2279**	**5.5100e-003**	**26.4704**

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

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
Total		**10.1171**	**0.5979**	**0.0000**	**25.0646**

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
Total		**10.1171**	**0.5979**	**0.0000**	**25.0646**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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ENGINEERING SOLUTIONS

Design Memorandum

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

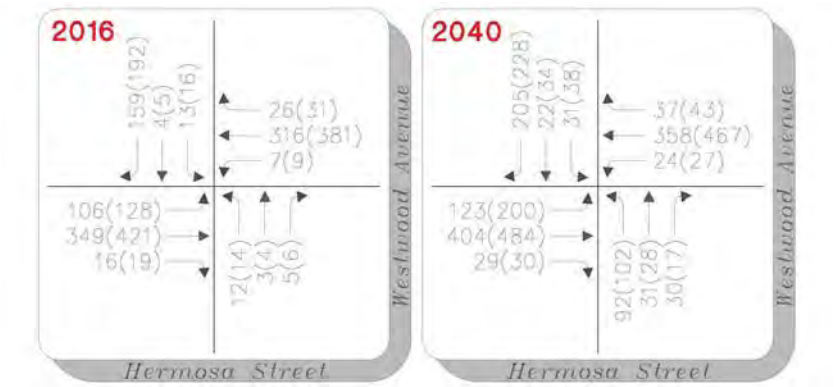
Introduction

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.



XX=AM Peak Hour Volumes
(XX)=PM Peak Hour Volumes

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	**Hermosa Street/Westwood Avenue**	**0.47**	**8.2**	**A**	
	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	**Hermosa Street/Westwood Avenue**	**0.65**	**12.1**	**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 Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Westwood Avenue													
Lane 1[d]	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[d]	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[d]	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[d]	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.

d Dominant lane on roundabout approach

Organisation: OMNI-MEANS LTD | Processed: Wednesday, December 07, 2016 4:40:07 PM
Project: O:\PRJ\2259\T2259\SIDRA\Hermosa.sip7

LANE SUMMARY

Site: 1 [Existing PM]

Hermosa Street/Westwood Avenue
Existing PM Peak Hour
Roundabout

Lane Use and Performance													
	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Westwood Avenue													
Lane 1[d]	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[d]	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[d]	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[d]	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.
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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.

d 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 Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Westwood Avenue													
Lane 1[d]	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[d]	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[d]	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[d]	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.

d 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 Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Westwood Avenue													
Lane 1[d]	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[d]	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[d]	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[d]	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).
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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.

d Dominant lane on roundabout approach

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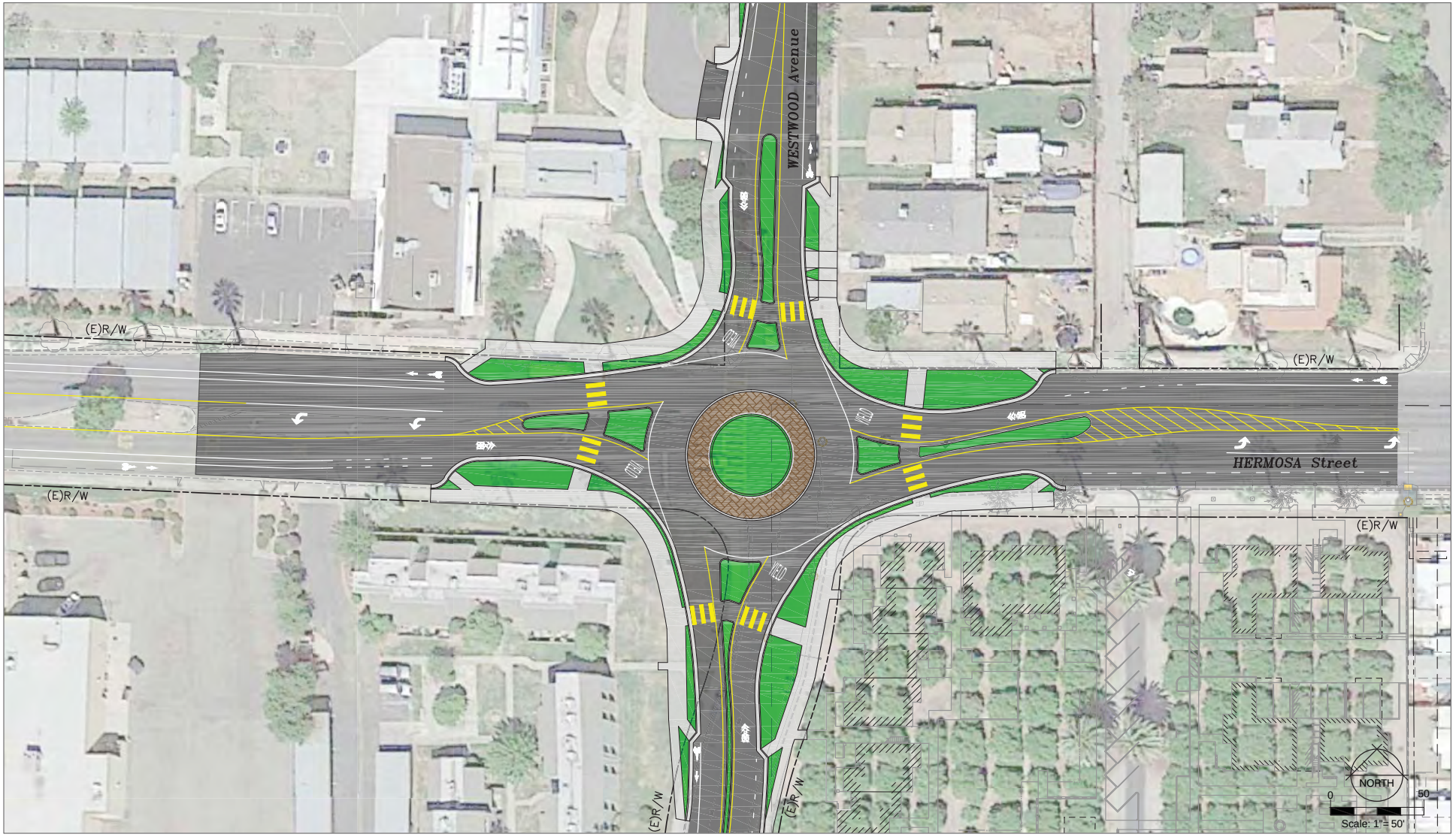
DRAFT PRELIMINARY LAYOUT



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HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT

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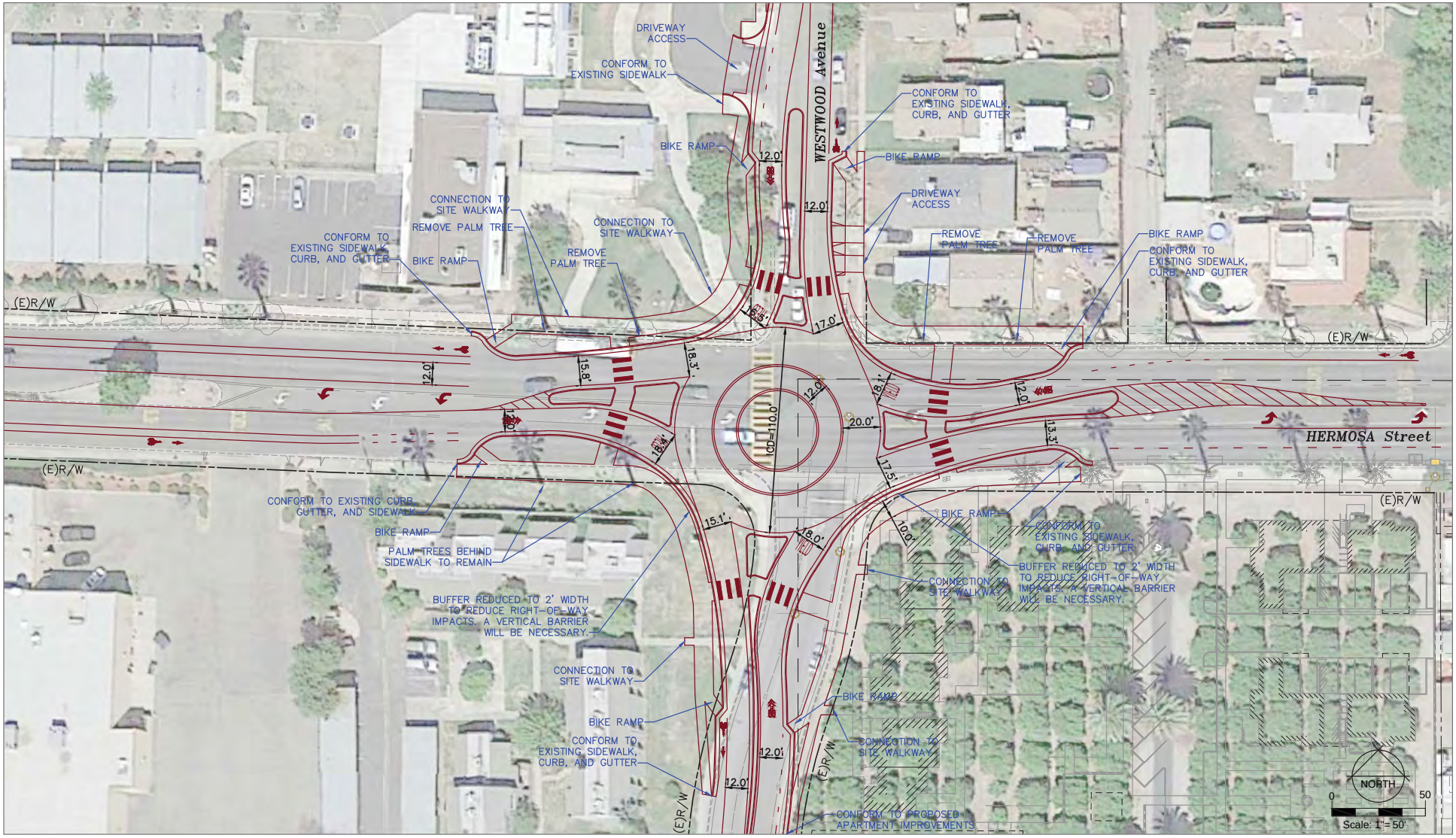
DRAFT PRELIMINARY LAYOUT (WITH DIMENSIONS)



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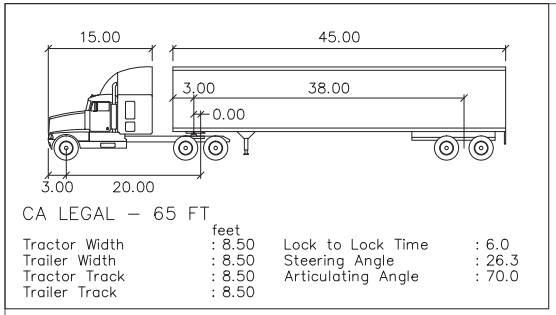
CA LEGAL 50 TRUCK TURNS (THROUGH MOVEMENT ONLY)



CA LEGAL – 65 FT

	feet		
Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 26.3
Tractor Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

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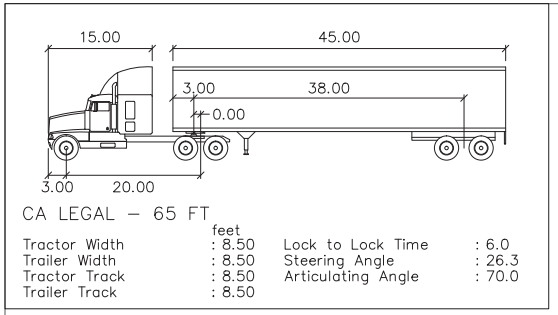
CA LEGAL 50 TRUCK TURNS (LEFT-TURN MOVEMENT ONLY)



CA LEGAL – 65 FT

feet

Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 26.3
Tractor Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

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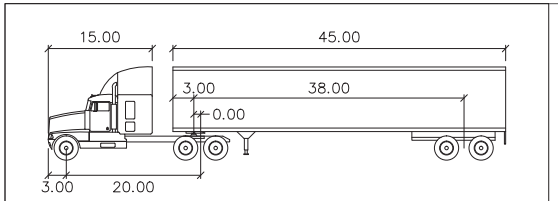
CA LEGAL 50 TRUCK TURNS (RIGHT-TURN MOVEMENT ONLY)



CA LEGAL – 65 FT

	feet		
Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 26.3
Tractor Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

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HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT

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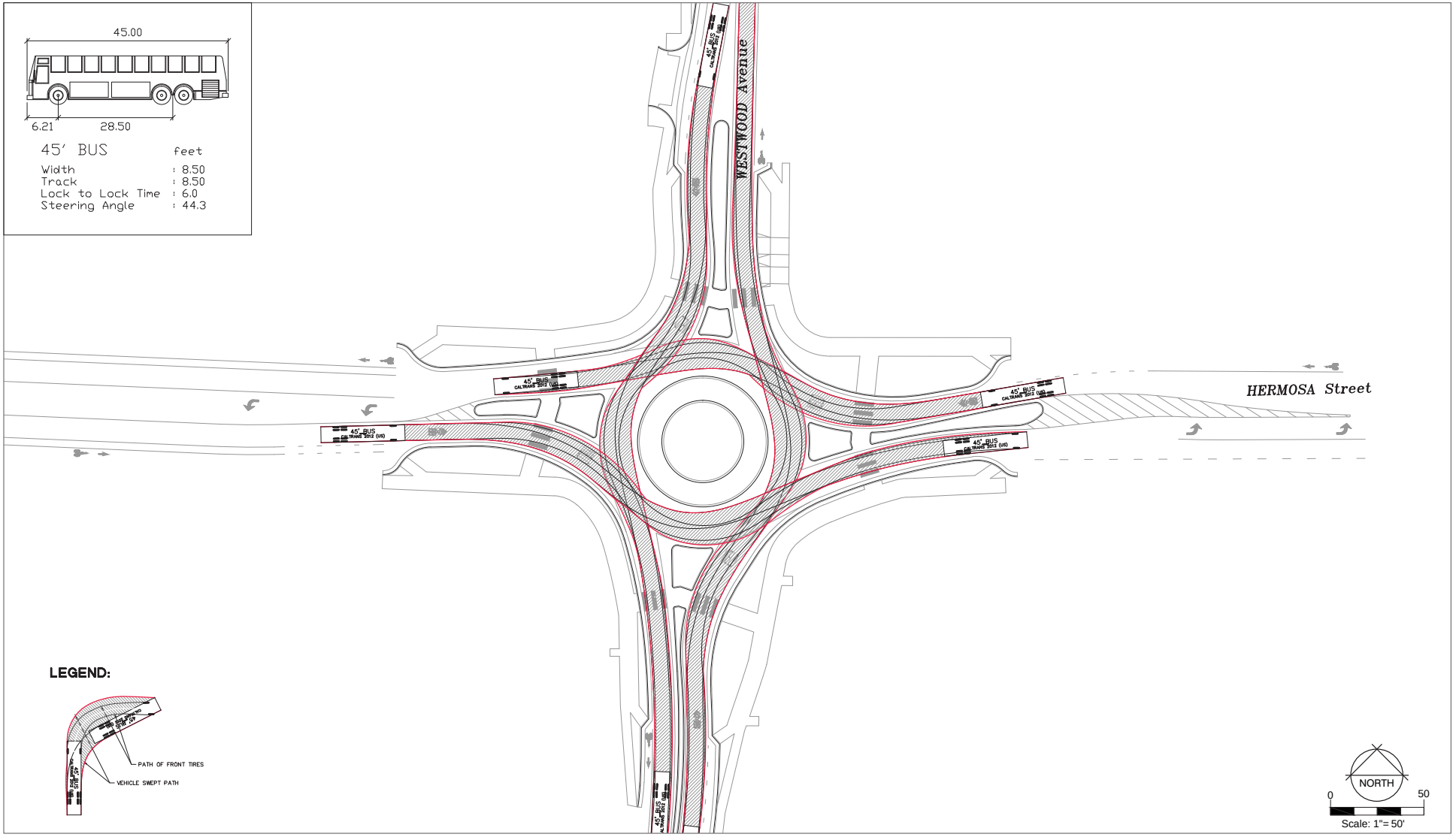
December 20, 2016
2259EX001.dwg

BUS 45 TURNS (THROUGH MOVEMENT ONLY)



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HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT

Lindsay, California

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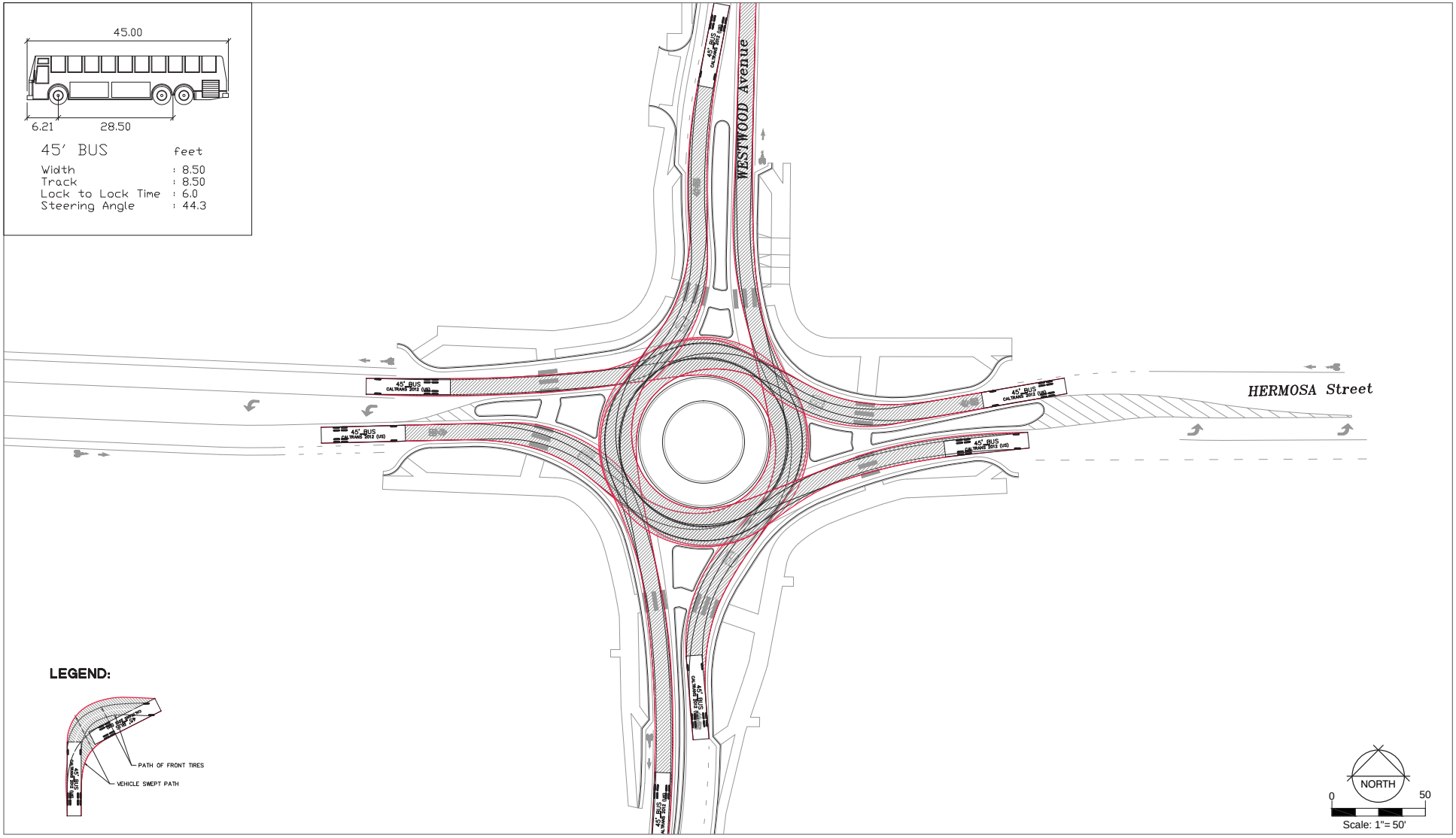
December 20, 2016
2259EX001.dwg

BUS 45 TURNS (LEFT-TURN MOVEMENT ONLY)



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HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT

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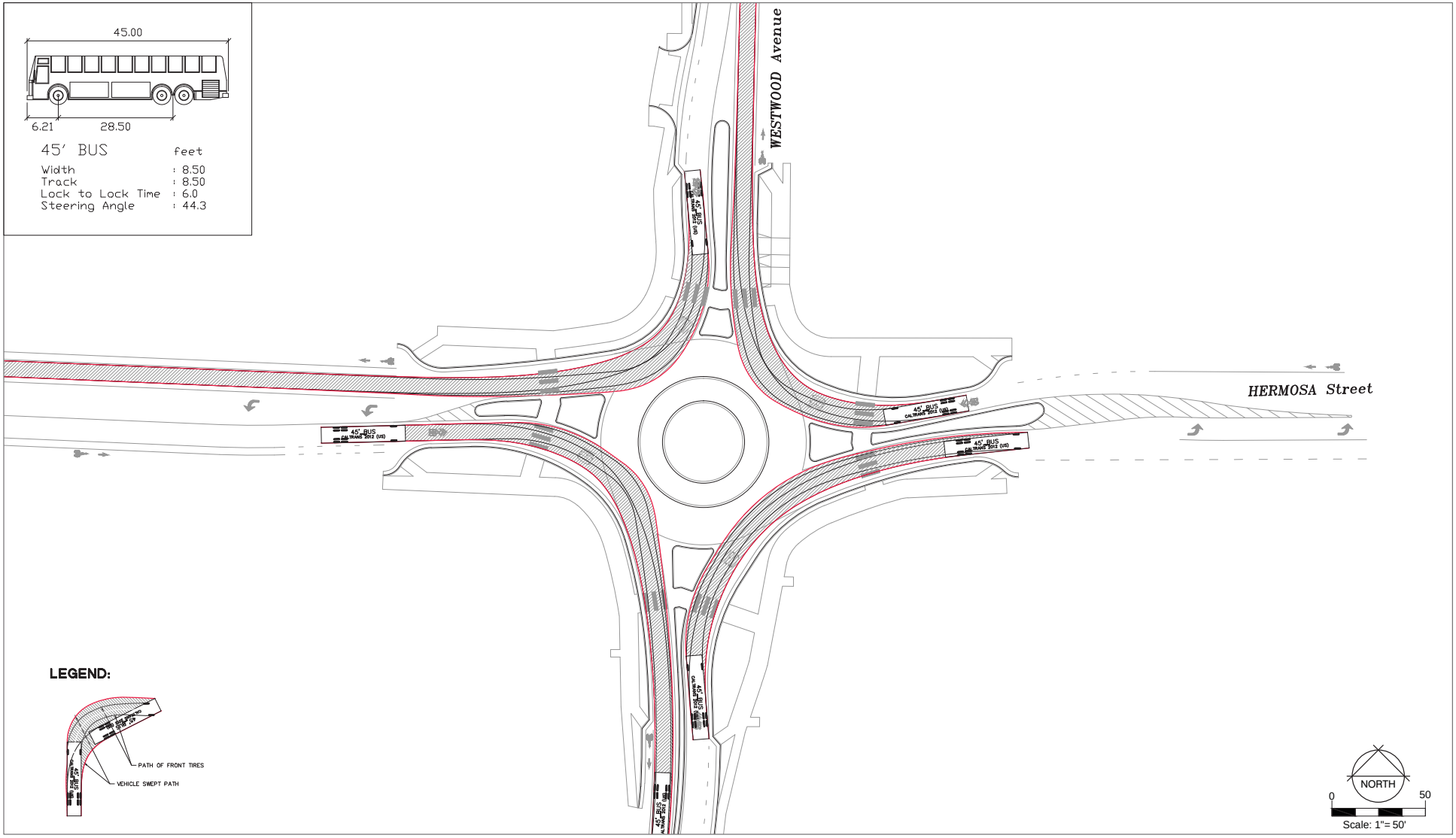
2259EX001.dwg

BUS 45 TURNS (RIGHT-TURN MOVEMENT ONLY)



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HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT

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December 20, 2016
2259EX001.dwg

FASTEST PATH

FASTPATH RADIUS (FT)

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

FASTPATH SPEED (MPH)

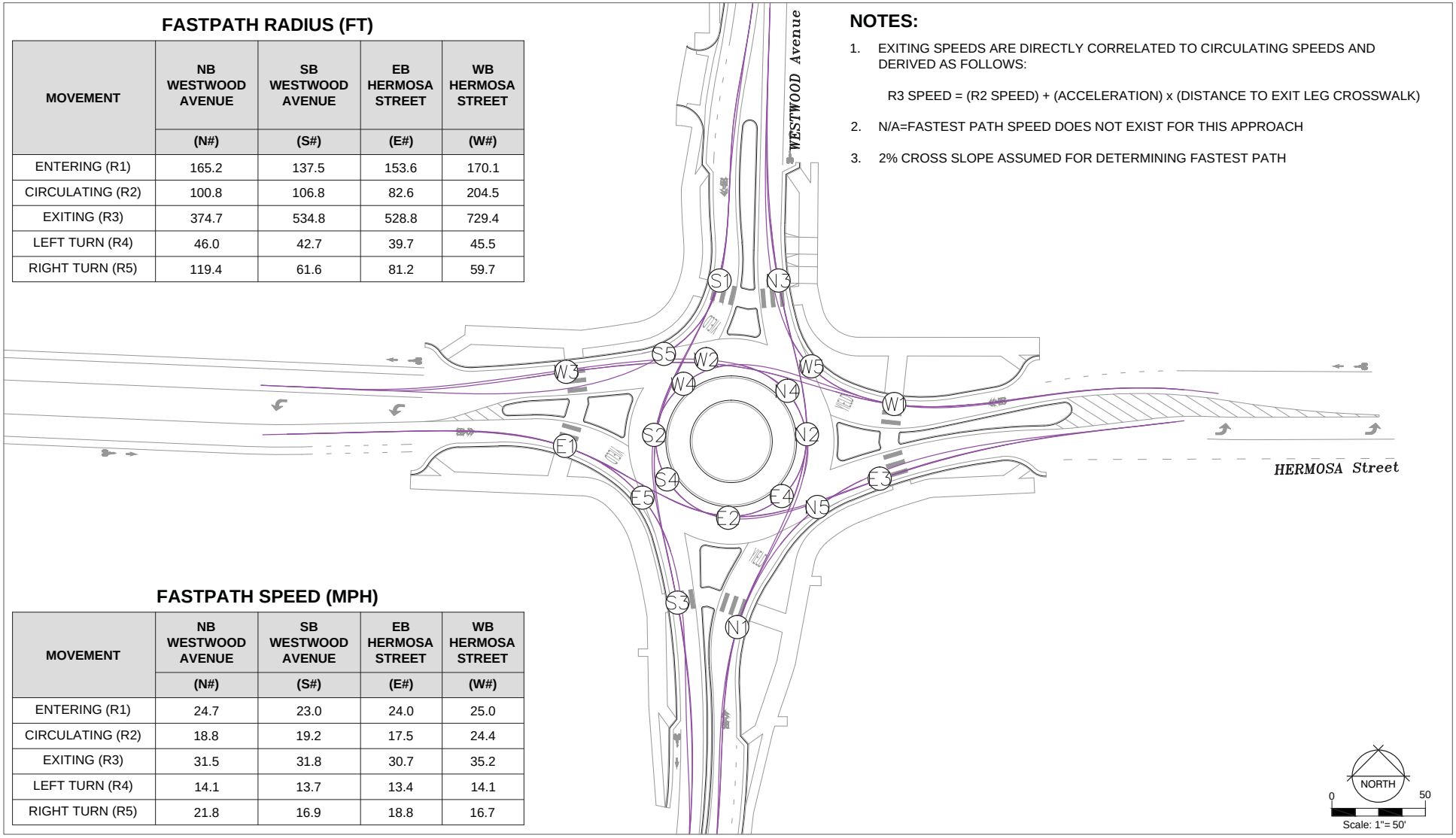
MOVEMENT	NB WESTWOOD AVENUE	SB WESTWOOD AVENUE	EB HERMOSA STREET	WB HERMOSA STREET
	(N#)	(S#)	(E#)	(W#)
ENTERING (R1)	24.7	23.0	24.0	25.0
CIRCULATING (R2)	18.8	19.2	17.5	24.4
EXITING (R3)	31.5	31.8	30.7	35.2
LEFT TURN (R4)	14.1	13.7	13.4	14.1
RIGHT TURN (R5)	21.8	16.9	18.8	16.7

NOTES:

1. EXITING SPEEDS ARE DIRECTLY CORRELATED TO CIRCULATING SPEEDS AND DERIVED AS FOLLOWS:

   R3 SPEED = (R2 SPEED) + (ACCELERATION) x (DISTANCE TO EXIT LEG CROSSWALK)

2. N/A=FASTEST PATH SPEED DOES NOT EXIST FOR THIS APPROACH
3. 2% CROSS SLOPE ASSUMED FOR DETERMINING FASTEST PATH



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HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT

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December 20, 2016
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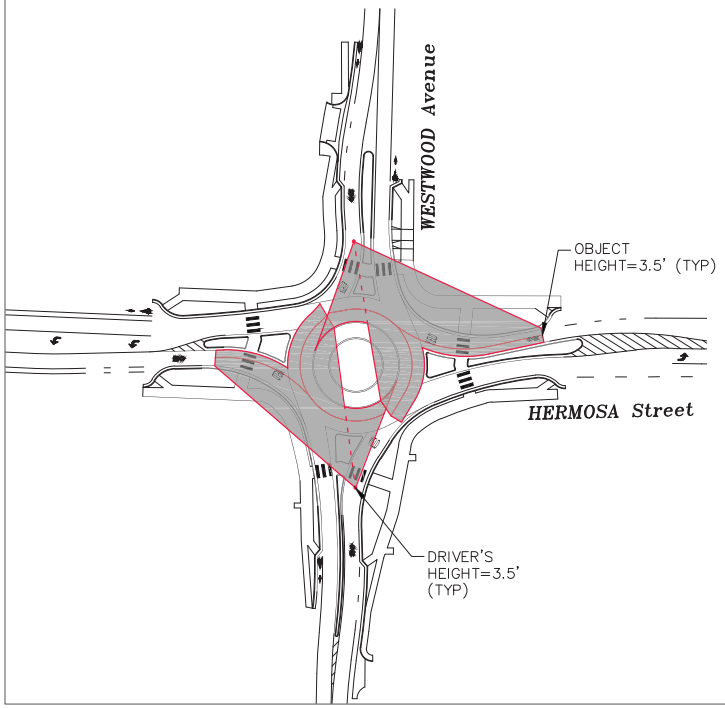
INTERSECTION SIGHT DISTANCE

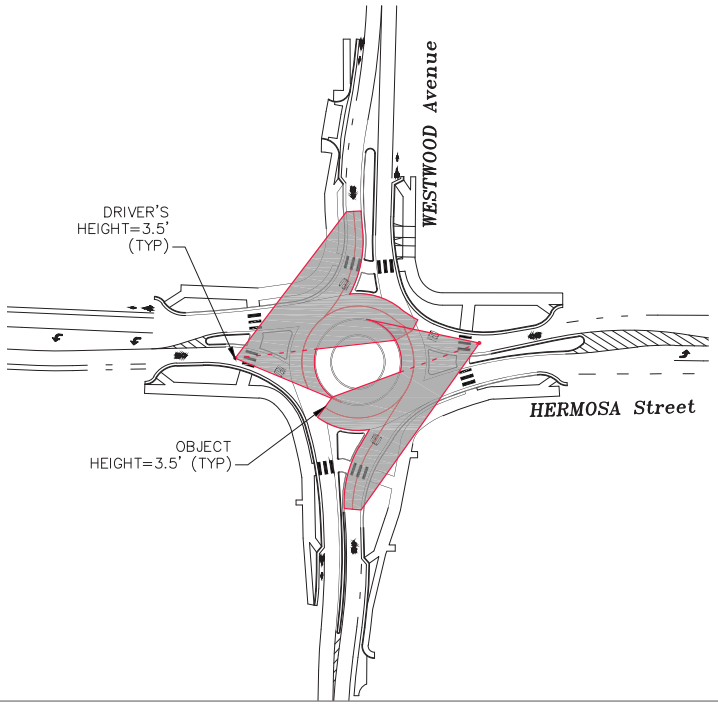
NOTE:
INTERSECTION SIGHT DISTANCE IS MEASURED USING AN ASSUMED DRIVER'S EYE HEIGHT OF 3.5 FT AND AN ASSUMED OBJECT HEIGHT OF 3.5 FT.

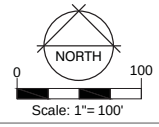
INTERSECTION SIGHT DISTANCE

LEG	APPROACH		CONFLICTING SPEED (MPH)	SIGHT TRIANGLE LENGTH (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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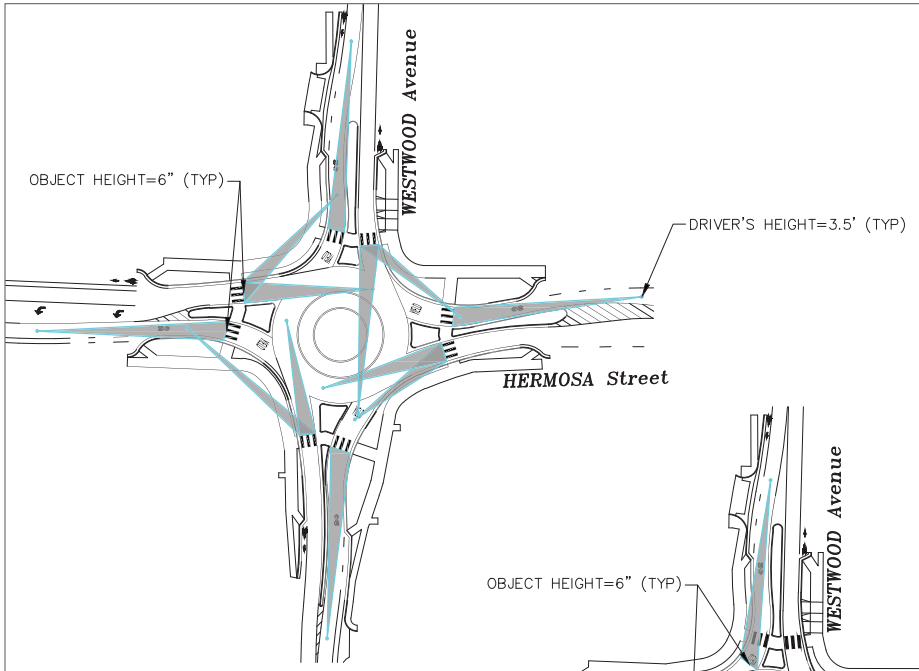
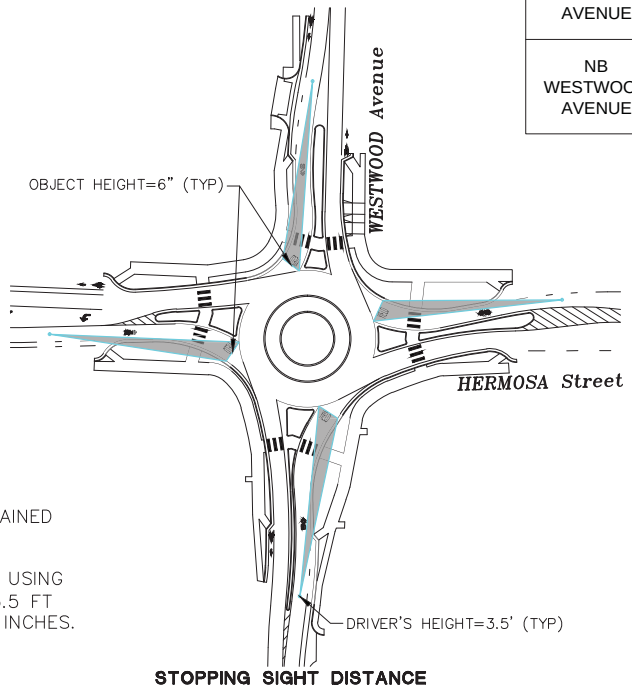
STOPPING SIGHT DISTANCE



STOPPING SIGHT DISTANCE
PEDESTRIAN CROSSING



STOPPING SIGHT DISTANCE
ENTRY & CIRCULATORY ROADWAY

NOTES:

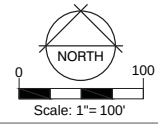
1. STOPPING SIGHT DISTANCE CRITERIA OBTAINED FROM NCHRP REPORT 672
2. STOPPING SIGHT DISTANCE IS MEASURED USING AN ASSUMED DRIVER'S EYE HEIGHT OF 3.5 FT AND AN ASSUMED OBJECT HEIGHT OF 6 INCHES.

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



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HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT

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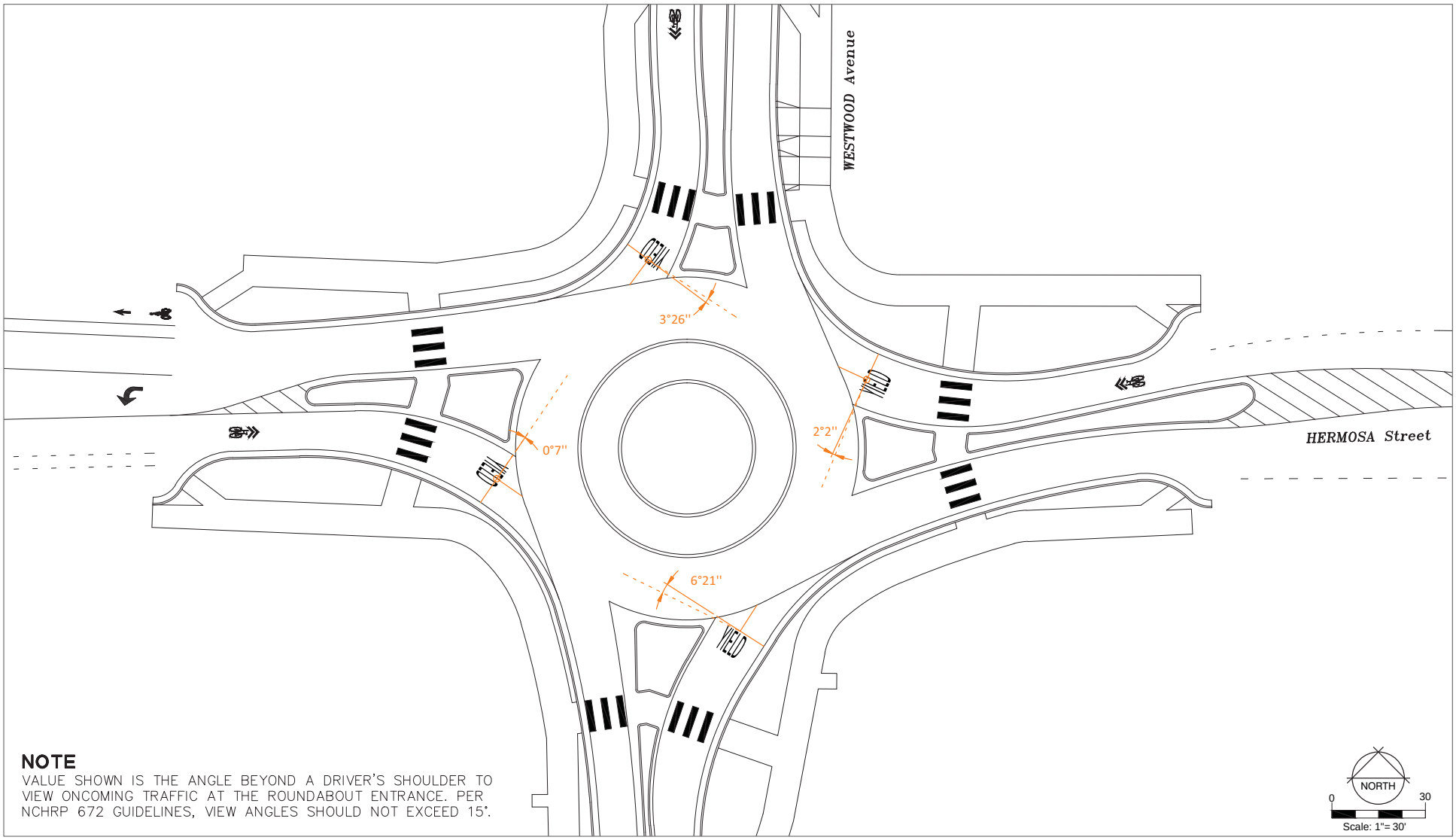
VIEW ANGLES



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HERMOSA STREET ROAD DIET & ROUNDABOUT CONCEPT

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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

QUESTIONS:		
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:
Self-Help Enterprises CEO – Mr. Callishaw: 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.	Staff agrees with this comment.	N/A

Comments Received in Opposition of Project:		
Public Comment:	Staff Comments:	Section/Page Number:
Mrs. 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.	Staff agrees with this comment, and considers it a comment in support of the project rather than in opposition.	N/A
Mrs. 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.	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
Mrs. 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.	Staff agrees that driver's education materials should be pursued as a step to increased driver safety.	N/A

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.	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. Omni-Means is currently conducting a circulation study at Jefferson Elementary to identify potential solutions for parking, circulation, and pedestrian safety.	N/A
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.	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.	N/A

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:
Councilman 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.	Staff agrees with this comment.	N/A
Councilman 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.	Staff agrees with this comment. Documents received are address in Appendix G.	Appendix G
Mayor Pro Tem 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.	Staff agrees with this comment.	N/A

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
Letter of Objections and Comments – Mr. Harriman: Submits four comments/objections to the proposed project summarized as follows: 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. 2. Refers to an additional letter submitted by Lisa Y. Flores pertaining to the CEQA environmental review documents. 3. Claims the Mitigated Negative Declaration for this project fails to address: • The reasonably feasible alternatives of a signalized stoplight and/or stop signs. • 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. • 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. • The Environmental Justice issues raised by the	Staff provides the following responses, listed in the same order as the comments/objections in the subject letter: 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. 2. Staff will review and respond to this letter separately. Please refer to additional comments in this appendix. 3. Staff responses as follows: • 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. • 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	1. N/A 2. N/A 3. Pages 75-94 4. 3.2, Page 7

residents of the City of Lindsay at the informational meeting held on Thursday, January 4, 2018. 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)	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. • 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. • 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	

	impacting the environment. Therefore, staff disagrees with this comment and argues the basis of this proposed project is in effort to achieve environmental justice. 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.	
City of Lindsay Agenda Item 5: PPN 17-09 Letter – Mrs. Flores: Submits four issues regarding the proposed project, summarized as follows: 1. Claims no project timeline or schedule was submitted with the agenda package. 2. Claims the projected Level of Service does not justify construction of the project. 3. Requests: • Discussion regarding truck route changes due to proposed design of project. • Discussion regarding the definition of "high risk" and "high risk" accidents that have occurred at this intersection. • Discussion regarding the cost effectiveness of a stop light and the connected removal of the need for the imminent domain process to occur. • Discussion regarding the limited to no change of level of service as proposed. • Discussion regarding sight distances in the heavy/dense fog season. 4. Claims there is no discussion pertaining to ADA or environmental justice.	Staff provides the following responses, listed in the same order as the comments/objections in the subject letter: 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. 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: • Increase school related pedestrian safety. • Increase pedestrian safety year-round. • Decrease vehicle speed • Decrease vehicle emissions (greenhouse gasses) The main reason why staff included data pertaining to the Level of Service was to show it would not cause any issues as proposed. 3. Staff responses: • No truck routes are proposed to be changed as a result of this	1. 3.4, Page 7 2. 3.5, Pages 8-10 3. 3.2, Page 7 4. N/A

	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. • 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. • 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	

	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. • 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. • 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. 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	

	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.	
Comments on the Initial Study/Mitigated Negative Declaration Review Letter – Mrs. Wischemann: Submits four issues regarding the proposed project, summarized as follows: 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. 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. 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". 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.	Staff provides the following responses, listed in the same order as the comments/objections in the subject letter: 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. 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. 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	1. Pages 75 – 94 2. N/A 3. Pages 85-90 4. N/A

	navigate the roundabout as proposed, please see the turning movement diagrams provided by Omni-Means. 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.	
Document "Proven Safety Countermeasures" – Mr. Zigler: Submits an informational sheet published by the U.S. Department of Transportation Federal Highway Administration.	Staff agrees with the information provided in this document.	N/A
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.	Staff agrees with the information provided in this document.	N/A
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.	Staff agrees with the information provided in this document. Specifically, staff will research further into the included "Roundabouts Outreach & Education Toolbox" for materials that can be used to educate drivers on how to safely navigate a roundabout.	N/A

Law Offices of
Richard L. Harriman
1078 Via Verona Drive
Chico, CA 95973-1031
Telephone: (530) 343-1386
Email: harrimanlaw1@sbcglobal.net

January 9, 2018

VIA EMAIL TRANSMISSION
[bspaunhurst@cityoflindsay.ca.us][]

City Council
c/o Brian Spaunhurst
City of Lindsay
251 E. Honolulu Street
Lindsay, CA 93247

Re: Hermosa Street and Westwood Avenue Roundabout Project
City Council Agenda Item No. 5
Objections and Comments

Gentlepersons:

Please be informed that this office represents the legal interests of Trudy Wischemann, individually, and the San Joaquin Valley Environmental Defense Center, a California non-profit corporation, in formation, in the above-referenced matter.

I am submitting the following objections and comments on behalf of my clients and the public interests of the residents of the City of Lindsay.

1. The notice of hearing for this item does not give adequate notice of the specific project and its location as required by the Ralph M. Brown Open Meeting Law.

2. Enclosed please find the letter of Lisa Y. Flores, a former Caltrans employee for over 20 years with substantial experience in the review and approval of CEQA environmental review documents.

3. The Mitigated Negative Declaration (MND) for this project fails to disclose, analyze, and consider:

   A. The reasonably feasible alternatives of a signalized stoplight and/or stop signs.

B. The conflicts and inconsistencies with the General Plan Circulation Element, resulting from the significant cumulative impacts of the Hermosa Street and Elmwood Avenue roundabout to the circulation on a major arterial identified in the City General Plan.

C. 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.

D. The Environmental Justice issues raised by the residents of the City of Lindsay at the information meeting held on Thursday, January 4, 2018.

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).

Based on the foregoing objections and comments, my clients request the Council to refer this matter to City Staff to prepare and provide the necessary additional information to the public and to my clients and me and to continue the hearing to a date certain for further public participation and comment.

Please provide all notices of public meetings and hearings to the undersigned at the office address on the letterhead above and to my clients c/o their representative at the following address:

Trudy Wischemann
Post Office Box 1374
Lindsay, CA 93247

Very truly yours,

/s/ *Richard L. Harriman*
RICHARD L. HARRIMAN

RLH/hr

cc: Clients

Lisa Y. Flores
1611 North Wishon Avenue
(559) 779-3436
LisaYFlores@aol.com

January 9, 2018

Richard Harriman
1078 Via Verona Drive
Chico, California 93973-1031

Re: City of Lindsay
Agenda Item 5: PPN-17-09
Hermosa St Intersection Improvement/Mitigated Declaration Review

Impact Property

Location: The intersection of Hermosa Street and Westwood Avenue
Project size: 110 ft. diameter

Effect Property:

NE	APN-205-501-016	382 sq. ft.	Single Family Residential
NW	APN-199-200-003	3847 sq. ft.	Jefferson Elementary School
SE	APN-205-040-005	201 sq. ft.	Mobile Home Residential
SW	APN-199-210-035	3676 sq. ft.	Multi-family Residential

Project will transition from medium density Residential to public right of way.

Issue 1: What action is sought?

Per the agenda it states (in bold) that "this request for approval is for the environmental work only"

Page 39 states, "CEQA Approval is being sought at this time due to in order to progress with the schedule project timeline." No schedule project timeline, or how the timeline coordinates with the Self Help Enterprises grant from the Strategic Growth Council was submitted in the agenda package.

Issue 2: Level of Service do not necessarily justify construction.

Lane Summary (p125-128)

2017	Existing AM Peak Hour	LOS A
2017	Existing PM Peak Hour	LOS A
2040	2040 PM Peak Hour	LOS A
2040	2040 PM Peak Hour	LOS B

Even with future growth there is no justification for this project based on the level of service.

Issue 3: Design Issues/Justifications

Per page 132, design schematics show trucks traveling up on the apron of the roundabout.

Currently, the north leg of Westwood Avenue is signed "no trucks". Where is the discussion route designation changes.

Per page 54, states "high risk" of pedestrians and vehicle accident yet does not provide an adequate discussion on (1) definition of high risk: or (2) adequate discussion on the high risk accidents that have occurred at this intersection (bicycle and or pedestrian accidents).

Per page 55, the California Manual on Uniform Traffic Controls requires roundabouts "to be considered" but are not mandatory. This roundabout "should be studied in lieu of or in addition to a traffic control signal." (2014 CA MUTCD, Revision 2, Section 4C.01, page 827). There is no need to construct the roundabout when it would be more cost effective to install a traffic light based on (1) the level of service since they are not negatively impacted; (2) no need for the imminent domain process to occur.

Per page 89, in the Emission Summary and the Overall Operation show no change to the level of service after construction.

Per page 138, in the Intersection Sight Discussion there is no discussion of sight distances in the heavy/dense fog season?

Issue 4: ADA/Environmental Justice

There are no discussion on ADA accessible. Where is the discussions on the impacts to the disable community and low-income community. This project is part of low-income housing project yet there is no discussion on environmental justice.

City of Lindsay
January 9, 2018

Background:

Self Help Enterprise received a $10.1 million grant from the California Strategic Growth Council for:

- Affordable housing - Sierra Village/50 unit Lindsay Village apartment community.
- Transit friendly infrastructure - incorporates bike lanes into a roundabout near Jefferson Elementary.

If you have any questions regarding my overview analysis, please free to call me at: (559) 779-3436.

Lisa Y. Flores

Comments on the Initial Study/Mitigated Negative Declaration Review

For Project PPN 17-09 Hermosa Street Intersection Improvement Project

Trudy Wischemann, January 9, 2018

I have three concerns, and request that the staff be directed to provide further information on these points.

1. Item 6:16 Transportation/Traffic (a) Circulation System (p. 33) has been inadequately assessed as having "no impact." I think there is potentially significant (negative) impact from the design of this roundabout in the reduction of 5 lanes of traffic (4 plus turning lane) on Hermosa on either side of the roundabout. This squeezing down of traffic on a major arterial, particularly the entrance to Lindsay from Hwy 65, has the potential of increasing already undesirable congestion at the entrances/exits of the shopping center. In my brief research on roundabouts I have found no examples where this lane reduction has been done successfully. I **would like to see examples of roundabouts provided by the staff where such lane reduction has been used.**

2. Item 6:16 Transportation/Traffic (b) Congestion (p. 33) also has been inappropriately assessed as having "no impact." The cause of much of the congestion at this intersection, particularly related to times when the school children are on the sidewalks, is the traffic and parking caused by parents dropping off or picking up their kids. In reducing the number of parking spaces on Westwood north of Hermosa, the proposed roundabout will potentially significantly (negatively) impact this congestion. The loss of parking has not been assessed in this document whatsoever. **I would like to see examples of roundabouts provided by the staff where congestion related to elementary schools has been relieved, particularly in conflict with a major arterial.**

3. The four main objectives of this project do not adequately address the other needs of the surrounding community, particularly the downtown core, or Central Business District. Relating to Item 6:16 (a) re circulation, the potential impact of this "traffic calming" on the flow of traffic moving toward the Central Business District, or downtown, the preservation of which is supposedly a goal of the General Plan, is not addressed. Hermosa is designated a major arterial in the General Plan; its function is to carry cars, trucks and people into and out of town. By inserting this residential-appearing infrastructure just inside the entrance to Lindsay, the City is sending an unwelcome sign to visitors and vehicles of commerce. Will Dollar General's 70' delivery trucks be able to navigate this roundabout?

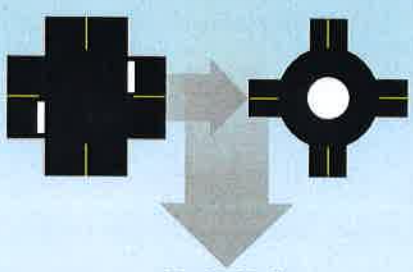
4. The public outreach for this project has been inadequate, as has the design of the public comment period spanning the Christmas holidays. As witnessed at the January 4, 2018 meeting, there are people in the community who feel strongly about the problem and the potential solutions. They should be brought into the design process with representatives of the school district as well. **I would like to see a town hall meeting conducted, soliciting ideas from community groups, before the environmental documents for this project are approved.**

U.S. Department of Transportation
Federal Highway Administration

PROVEN SAFETY COUNTERMEASURES

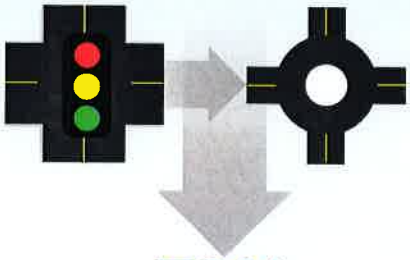
Roundabouts

TWO-WAY STOP-CONTROLLED INTERSECTION TO A ROUNDABOUT



82%
Reduction in severe crashes

SIGNALIZED INTERSECTION TO A ROUNDABOUT



78%
Reduction in severe crashes

Source: *Highway Safety Manual*

The modern roundabout is a type of circular intersection configuration that safely and efficiently moves traffic through an intersection. Roundabouts feature channelized approaches and a center island that results in lower speeds and fewer conflict points. At roundabouts, entering traffic yields to vehicles already circulating, leading to improved operational performance.

Example of a single-lane roundabout.

Source: FHWA

Roundabouts provide substantial safety and operational benefits compared to other intersection types, most notably a reduction in severe crashes.

Roundabouts can be implemented in both urban and rural areas under a wide range of traffic conditions. They can replace signals, two-way stop controls, and all-way stop controls. Roundabouts are an effective option for managing speed and transitioning traffic from high-speed to low-speed environments, such as freeway interchange ramp terminals, and rural intersections along high-speed roads.

Example of a multi-lane roundabout.

Source: FHWA

FHWA encourages agencies to consider roundabouts during new construction and reconstruction projects as well as for existing intersections that have been identified as needing safety or operational improvements.

➔ **For more information on this and other FHWA Proven Safety Countermeasures, please visit https://safety.fhwa.dot.gov/provencountermeasures.**

Safe Roads for a Safer Future
Investment in roadway safety saves lives

FACT SHEET

Performance of Modern Roundabouts on the State Highway System

This document provides a summary of data and analysis findings concerning the performance of modern roundabout intersections on the State Highway System and around the country.

Summary Video

The single best educational tool about modern roundabouts is a ten-minute video FHWA produces (*Roundabouts: A Safer Choice*) summarizing the clear safety, operational, and environmental benefits of well-designed, modern roundabouts: See Attachment I for a list of topics and the approximate elapsed time at which the topics are covered.

Federal Safety Research

The Federal Highway Administration (FHWA) Office of Safety considers roundabouts one of nine *Proven Safety Countermeasures*. This is supported by numerous safety research studies which have all documented the dramatic safety advantage of modern roundabouts over traffic signals and side-street stops. All-way stops can provide comparable safety performance to roundabouts. Below are statistics from the Federal Highway Administration on U.S. roundabouts' proven ability to reduce collisions compared to other intersections[1]:

- Reduce fatal collisions by more than 90 percent.
- Reduce injury collisions by 60 to 87 percent.
- Reduce total collisions by 35 percent.
- No reported pedestrian fatalities (likely due to reduced speeds and fewer conflict points)

Safety Data for Roundabouts on the California State Highway System

Table 1: Reductions in Collisions on State Highways with Roundabouts

		Total				Per Year			
	Total # of Data Years	Crashes	Fatals	Injury	PDO*	Crashes	Fatals	Injury	PDO*
Before Roundabout	43.6	215	5	80	130	4.93	0.11	1.83	2.98
After Roundabout	48.9	175	0	35	140	3.58	0.00	0.72	2.86
% Reduction						27%	100%	61%	4%

**Note: PDO means property damage only*

[1] Source: http://safety.fhwa.dot.gov/intersection/innovative/roundabouts/fhwasa08006/

FACT SHEET

Performance of Modern Roundabouts on the State Highway System

Table 1, above, provides a summary of collision data and analysis findings that describe the safety performance of modern roundabout intersections on the State Highway System compared to the intersection control provided before roundabouts were installed. Table 1 is based on a subset of existing roundabouts with sufficient data.[2] The primary source of the information and data provided is the Caltrans Transportation System Network (TSN) collision database, which contains ten years of collision data through September 30, 2014. Attached are tables and maps with collision history at each roundabout on the State highway system with available data.

Roundabouts improve safety because regardless of the location and speed limit, drivers must navigate roundabouts between 15 and 25 mph. Also, roundabouts reduce the number of conflict points at an intersection (from 32 down to eight at a traditional four-legged intersection on a two lane road) and change the types of crashes that occur, reducing the number of right angle crashes significantly.

Rural Roundabout Safety

A study of 19 roundabouts in rural areas in the U.S. with high-speed approaches showed installing the roundabouts eliminated fatal collisions (from 12 to zero fatal collisions), reduced injury collisions by 85 percent (from 299 total to 44 injury collisions) and reduced total collisions by 59 percent (from 511 to 168 total collisions).[3] There were no known fatal collisions in the U.S. at rural, high-speed intersections until the Lompoc incident.

Inventory

For nearly three decades, transportation agencies at the State and local level have invested in more than 3,500 roundabouts, including over 300 in California and 24 currently on the California State Highway System. Caltrans has 31 more roundabouts in the project delivery pipeline, two of which are currently under construction.

Efficiency, Air Quality, and Noise Benefits

Roundabouts improve traffic flow by reducing delay, idling, and "hard" acceleration. These factors also can reduce vehicular emissions and noise.

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[2] Some roundabouts are too new to have any data while others have been in place so long that no data exists any more to show the collision history before the roundabout was installed; TSN data is only kept for ten years. The amount of data available is reflected in the number of "data years," which is total number of years of data across all intersections.

[3] *"Quantifying safety and speed data for rural roundabouts with high-speed approaches," 2011 Author: Hillary Isebrands, PE, Ph. D.*

FACT SHEET

Performance of Modern Roundabouts on the State Highway System

The California Air Resources Board is contemplating the issuance of a *Technical Advisory* that would promote vehicle speed reduction mechanisms, including modern roundabouts because they can reduce localized pollutant concentrations compared to intersections with stop and signal control (depending on context and site-specific conditions) according to research dating back as far as 2009.

Change in Engineering Practice

Some states and local agencies (including Caltrans) have adopted engineering policies that establish roundabouts as a standard or best intersection control strategy in a manner that requires their consideration. Caltrans established a Traffic Operations Policy Directive on Intersection Control Evaluation, which has helped Caltrans Districts and local project sponsors to objectively evaluate and more easily select intersections, including the modern roundabout, based on operational, safety and air quality performance measures.

The "Modern Roundabout"

The term "*modern* roundabout" is used to distinguish among a variety of circular intersections in the United States which date back to the early 20th century. Modern roundabouts do not include rotaries; neighborhood traffic circles; or other circular intersections with signals or stop signs. See Attachment IV for information and pictures that illustrate the different types of circular intersections.

Attachments

- **I.** FHWA Video (*Roundabouts: A Safer Choice*); key topics identified by elapsed time
- **II.** Collision Data for modern roundabouts on the State Highway System.
  - a. Attachment II.A presents total collisions
  - b. Attachment II.B presents collisions per year
- **III.** Maps of California State Highway System showing:
  - a. Map 1: Locations of the 24 existing modern roundabouts
  - b. Map 2: Locations of the 31 modern roundabouts "programmed" or under construction
  - c. Inventory of Locations
- **IV.** Illustrations of circular intersections and modern roundabouts
- **V.** FHWA Brochures:
  - a. *"Roundabouts: A Safer Choice"*
  - b. *"Roundabouts & First Responders"*

FACT SHEET

Performance of Modern Roundabouts on the State Highway System

Attachment I -- FHWA Video Topics (by elapsed time)

The video "Modern Roundabouts: A Safer Choice" can be found at:

http://safety.fhwa.dot.gov/intersection/innovative/roundabouts/#outreach

Outline:

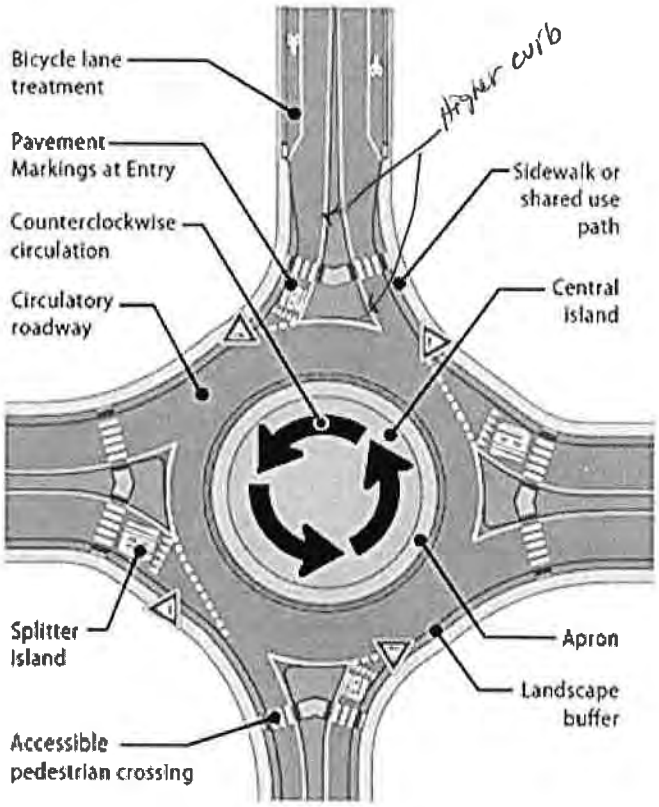
- First 5.5 minutes: Overview providing essential information
- At Minute 6.0:
  - Data on Public Acceptance (after their experience with 1st RBT)
- At Minute 6 and 15 Seconds:
  - Older Drivers support RBTs (AARP Spokeswoman)
- Minute 7.0 thru 8.0: Other Vulnerable Travelers
- At Minute 8: Truck (large vehicle) Operations
- At Minute 8, 22 seconds: Emergency Service Providers
- At Minute 8, 38 seconds: Best Applications (including state highways)
- At Minute 9, 3 seconds: Importance of Proper Design
- At Minute 9, 30 seconds: Executive Summary Message

U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

42 Ref. State of Kansas 190 pgs.

Safety

Roundabouts and Mini Roundabouts



A roundabout is a type of circular intersection, but is quite unlike a neighborhood traffic circle or large rotary. Roundabouts have been proven safer and more efficient than other types of circular intersections.

Roundabouts have certain distinguishing features and characteristics (as shown in the adjacent diagram). While these noted features are common to many roundabouts, they are not always present, as roundabouts are adapted to the context of the location. In fact, roundabouts don't even need to be perfectly circular! Successful roundabouts come in all shapes and sizes. Some are oval-, teardrop-, peanut- and dogbone- shaped. Some have as few as three legs and others as many as six. There are small, simple mini roundabouts, and larger, more complex multilane roundabouts. However, regardless of size, circular shape, or number of legs, the fundamental and essential characteristics of all roundabouts include:

Counterclockwise Flow. Traffic travels counterclockwise around a center island.

Entry Yield Control. Vehicles entering the roundabout yield to traffic already circulating.

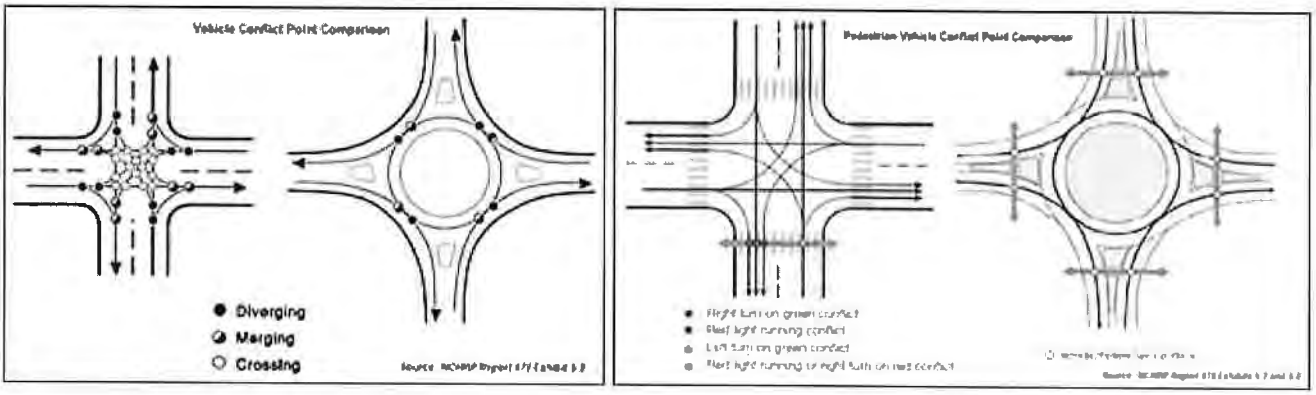
Low Speed. Curvature that results in lower vehicle speeds, generally 15-25 MPH, throughout the roundabout.

Roundabouts can provide lasting benefits and value in many ways. They are often safer, more efficient, less costly and more aesthetically appealing than conventional intersection designs.

Furthermore, roundabouts are an excellent choice to complement other transportation objectives – including Complete Streets, multimodal networks, and corridor access management – without compromising the ability to keep people and freight moving through our towns, cities and regions, and across the Nation. The FHWA Office of Safety identified roundabouts as a ***Proven Safety Countermeasure*** because of their ability to substantially reduce the types of crashes that result in injury or loss of life. Roundabouts are designed to improve safety for all users, including pedestrians and bicycles.

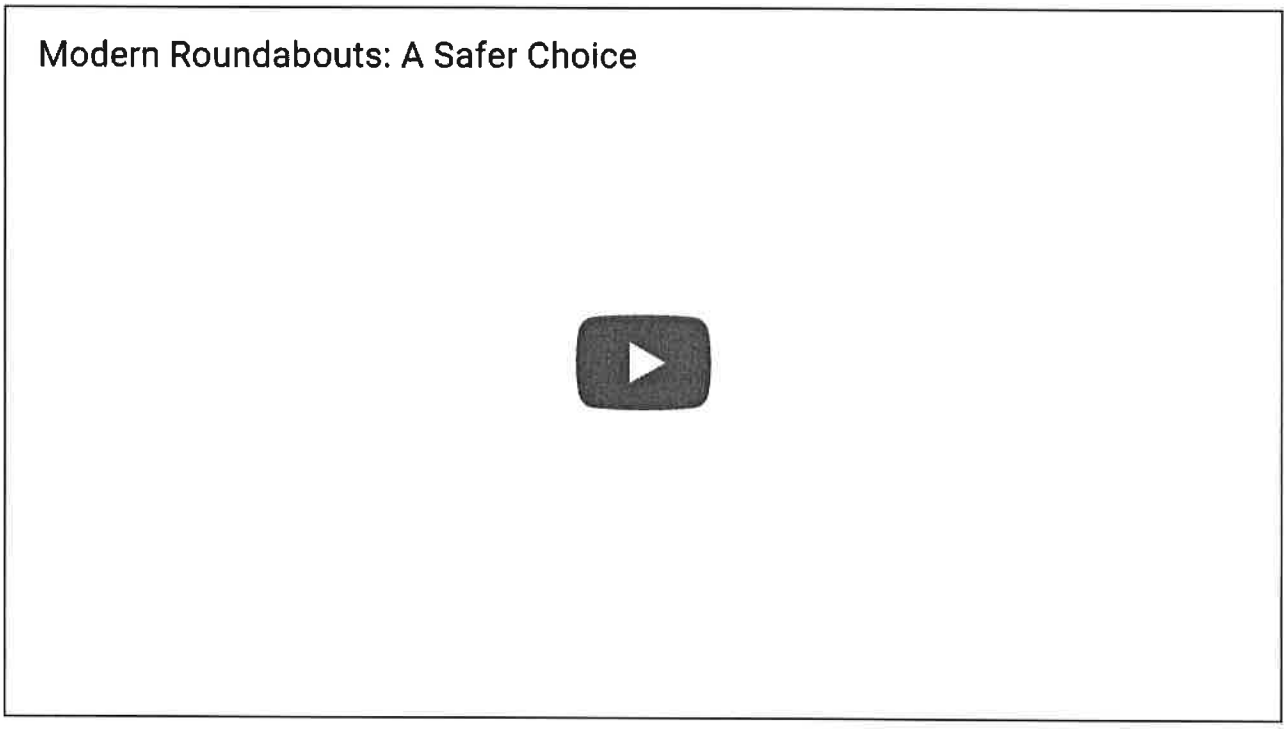
Most significantly, roundabouts REDUCE the types of crashes where people are seriously hurt or killed by 78-82% when compared to conventional stop-controlled and signalized intersections, per the AASHTO Highway Safety Manual.

By reducing the number and severity of conflict points, and because of the lower speeds of vehicles moving through the intersection, roundabouts are a significantly safer type of intersection. The diagram below excerpted from ***Roundabouts: An Informational Guide, Second Edition*** (published as NCHRP Report 672) illustrates the difference in conflict points between a conventional, four-legged intersection and an equivalent single lane roundabout. There are 32 conflict points associated with a conventional intersection – 8 merging (or joining), 8 diverging (or separating) and 16 crossing. In contrast, there are only 8 total conflict points at an equivalent roundabout – 4 merging and 4 diverging. Not only are conflict points halved with the roundabout, the type of conflicts that remain are the same-direction variety, which result in substantially less severity, and as a result, less likelihood of injury. The reduction of both the total number of conflict points and their severity is also true for pedestrians, also shown below in diagrams excerpted from the *Guide*.



Outreach and Education

Like any new technology or idea, it is necessary that people understand how roundabouts work and why they are needed. This conversation begins by communicating the magnitude and importance of the intersection safety challenge. With roughly ¼ of all traffic fatalities in the United States associated with intersections, it is critical that safer designs are implemented as widely and routinely as possible. But safer designs must also keep people and goods moving. Roundabouts have proven to be a safer *and* more efficient type of intersection. Still, because they may be unfamiliar to most people, successful implementation of a roundabout requires extra outreach and education. To help state and local road agencies advance roundabouts, the FHWA produces materials intended to communicate the advantages and benefits of roundabouts to a variety of different audiences. Many of these resources can be found in the ***Roundabouts Outreach & Education Toolbox***, and are also listed below:



+ Information Videos

- *Modern Roundabouts: A Safer Choice* [YouTube] [WMV] [MOV] – Script Text [HTML] [PDF]
- *Modern Roundabouts: An Innovative Solution to Intersection Safety Concerns* [YouTube]

+ Informational Brochures

+ Intersection Safety Case Study Series

+ Roundabouts Outreach & Education Toolbox [HTML]

+ Other Pedestrian and Bicycle Case Studies and Educational References

+ *Public Roads* Magazine Articles

Technical Materials

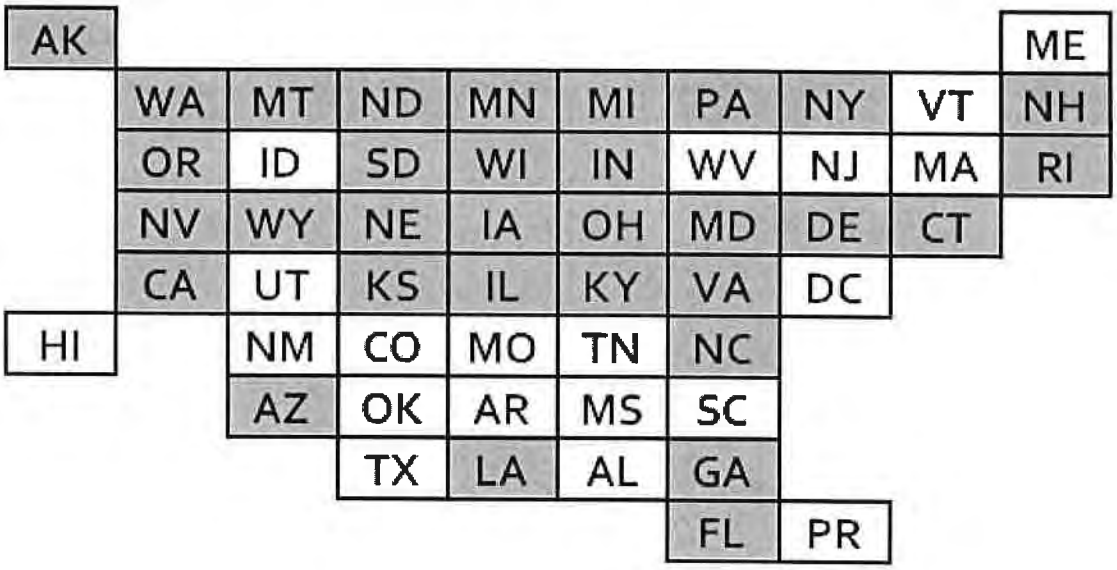
- Roundabouts: An Informational Guide, Second Edition (published as NCHRP Report 672) (TRB/FHWA 2010) [PDF]

- Roundabouts: An Informational Guide, First Edition (FHWA, 2000) ***SUPERCEDED*** [PDF]
- Roundabouts Technical Summary (FHWA, 2009) [HTML] [PDF] [PPT]
- Mini Roundabouts Technical Summary (FHWA, 2009) [HTML] [PDF] [PPT]
- Safety Aspects of Roundabouts (Short Version) (FHWA, 2007) [HTML] [PDF] [PPT]
- Safety Aspects of Roundabouts (Long Version) (FHWA, 2007) [HTML] [PDF] [PPT]
- Manual on Uniform Traffic Control Devices (FHWA, 2009)
- Full Document [HTML] [PDF] – Part 2 Signing [HTML] – Part 3 Markings [HTML]
- Temporary Traffic Control for Building & Maintaining Single & Multilane Roundabouts (ATSSA/FHWA, 2012) [HTML] [PDF]
- An Evaluation of Signing for Three-Lane Roundabouts (FHWA, 2010) [HTML] [PDF]

✦ Roundabouts and the ADA

Other Resources

- National Highway Institute Course #380096 "Modern Roundabouts: Intersections Designed for Safety" [HTML] [PDF]
- Transportation Research Board Roundabouts Conference Proceedings (via TeachAmerica) [2005] [2008] [2011] [2014]
- Proceedings from Northeast U.S. Roundabouts Peer Exchange (2010) [Materials] [Recordings]
- Office of Safety Peer-to-Peer Program – Roundabouts [HTML]
- State Highway Agency Roundabouts Resources (click on orange-shaded boxes to open link in browser):



State & Federal Research

- Accelerating Roundabout Implementation in the United States (Seven Volume Series) (FHWA, 2015)
    - Volume I – Evaluation of Rectangular Rapid-Flashing Beacons (RRFB) at Multilane Roundabouts – Final Report [PDF]
    - Volume II – Assessment of Roundabout Capacity Models for the Highway Capacity Manual – Final Report [PDF]
    - Volume III – Assessment of the Environmental Characteristics of Roundabouts – Final Report [PDF]
    - Volume IV – Review of Fatal and Severe Injury Crashes at Roundabouts – Final Report [PDF]
    - Volume V – Evaluation of Geometric Parameters that Affect Truck Maneuvering and Stability – Final Report [PDF]
    - Volume VI – Investigation of Crosswalk Design and Driver Behaviors – Final Report [PDF]
    - Volume VII – Human Factor Assessment of Traffic Control Device Effectiveness – Final Report [PDF]
- Evaluating the Performance of Corridors with Roundabouts (published as NCHRP Report 772) (2014) Report [PDF] – Appendices B-J [PDF] – Appendix K [PDF] – Appendices L-O [PDF] – Overview Presentation [PPT]
- Kansas Roundabout Guide, Second Edition (A Companion to NCHRP Report 672) (Kansas, 2014) [PDF]

- Implementation, Driver Behavior and Simulation: Issues Related to Roundabouts in Northern New England (Vermont, 2014) [PDF]
- Roundabouts and Access Management (Florida, 2014) [PDF]
- Effect of Signing and Lane Markings on the Safety of a Two-Lane Roundabout (Minnesota, 2014) [PDF]
- Information/Education Synthesis on Roundabouts (Montana, 2013) [PDF]
- Best Practices for Roundabouts on State Highways (Indiana, 2013) [PDF]
- Wisconsin Roundabout Guide (Wisconsin, 2013) [PDF]
- Statewide Roundabout Operations Monitoring and Evaluation (Wisconsin, 2013) [HTML]
- Developing Safety Performance Measures for Roundabout Applications in the State of Oregon (Oregon, 2013) [PDF]
- Accommodating Oversize/Overweight (OSOW) Vehicles at Roundabouts (Kansas, 2013) [PDF]
- Investigation of Pedestrian/Bicycle Risk in Minnesota Roundabout Crossings (Minnesota, 2012) [PDF]
- Demonstration of Roundabout Lighting Based on the Ecoluminance Approach (New York, 2012) [PDF]
- Joint Roundabout Truck Study (Minnesota/Wisconsin, 2012) [PDF]
- A Study of the Impact of Roundabouts on Traffic Flows and Business (Kansas, 2012) [PDF]
- Texas Roundabout Guidelines (Texas, 2011) [PDF]
- Evaluating the Performance and Safety Effectiveness of Roundabouts (Michigan, 2011) [PDF]
- Improving Drivers' Ability to Safely and Effectively Use Roundabouts: Educating the Public to Negotiate Roundabouts Final Report (Michigan, 2011) [PDF]
- Roundabouts in the United States (published as NCHRP Report 572) (2007) Report [PDF] – Appendices [PDF]
- Lane Restriction Signing and Markings for Double Lane Roundabouts (Multistate Pooled Fund Study, 2007) [PDF]
- Operational Performance of Kansas Roundabouts (Kansas, 2004) [PDF]
- Modern Roundabout Practice in the United States (published as NCHRP Synthesis 264) (1998) [PDF]

National Partners

- Transportation Research Board Roundabouts Committee (ANB75) Home Page [HTML] – Archived Webinars [HTML]
- AARP Livability Fact Sheet Series on Modern Roundabouts [HTML]

  Excerpt from AARP Fact Sheet (emphasis added):

  > *"The Modern Roundabouts fact sheet can be used by policy makers, transportation planners, community leaders and citizen activists to educate themselves and others about the* ***benefits of modern roundabouts for traffic management, economic development, public health and safety and the quality of life for residents of all ages.****"*

- Insurance Institute for Highway Safety (IIHS) Roundabouts Topic Overview [HTML]

  Excerpt from IIHS Overview:

  > *"Roundabouts are a safer alternative to traffic signals and stop signs. Roundabouts improve traffic flow and are better for the environment. Roundabouts generally are safer for pedestrians."*

- Institute of Transportation Engineers (ITE) Roundabout Committee [HTML], Consideration Policy (D-10) [PDF] and Informational Report [PDF]

  Excerpt from ITE Policies (March 2012):

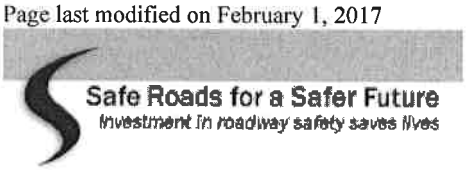
  > *"Recognizes the safety, operational, and sustainability benefits of well-designed roundabouts and* ***recommends the use of roundabouts be considered*** *when intersections are being planned, designed or modified."*

- American Road and Transportation Builders Association (ARTBA) [HTML]

  Excerpt from ARTBA "Vision Zero" Policy Premise (emphasis added):

  > *"In conjunction with reducing fatalities, ARTBA believes our transportation system must be improved to reduce the severity of incidents. In some situations (****such as the use of roundabouts****), a possible increased rate in the frequency of accidents is a viable trade-off for a decrease in the severity of injuries. We need to prioritize the quality of human life and health above the rate of traffic incidents.*

Page last modified on February 1, 2017



17.0 APPENDIX H: CITY COUNCIL MEETING PUBLIC COMMENTS AND DOCUMENTS

Public comments and documents were received on January 23, 2018. A total of 5 members of the public provided comments and documentation for the record. The following is a list of summarized comments in response to each comment and document.

Comments Received:		
Brief Description of Comment:	Staff Comments:	Section/ Page Number:
Jenna Wise – Jefferson Elementary Principal: The district is supportive of safer ways to cross streets, mark parking and safe streets. The school is very supportive of the roundabout. Rebutted statements made last week about the school ordering signs to block traffic. The district will work with the City to make learners safe.	Staff agrees with this comment. Ms. Wise also submitted a letter, please reference the documents portion of this Appendix for staff response.	1. N/A 2. Appendix H: Documents Section
Janet Kliegl – Former LUSD Superintendent: Discussed the history of the school working with experts to identify needs at the intersection by Jefferson school. The expert, with a second confirming, told the school district a roundabout would be the safest option for protecting learners, and that a stop light being the least safe. Followed advice of experts to make progress to date by adjusting vehicle access and direction. She is in favor of the roundabout. Roundabouts are the safest option. Talked about Sedona, Arizona that has many, many roundabouts and many visitors, including senior citizens, and how safe it is and how easily the visitors and seniors navigate the roundabouts.	Staff agrees with this comment.	N/A
John Ennis – Non-Resident, Civil Engineer: Would like to see Hermosa reclassified in the general plan. Encouraged City to make sure the roundabout is properly engineered.	Staff will retain these comments for such a time when the Circulation Element is updated. Please reference Omni-Means material included in this document. Mr. Ennis also submitted a letter, please reference the documents portion of this appendix for staff response.	1. Pages 75 – 94 2. Appendix H: Documents Section
Trudy Wischemann – Resident: Expressed condolences to Council Member Velasquez for the loss of his father. Believes it is important how the children cross the street. Concerned about the Omni-Means study. Will comment more in the future.	Staff recommends for Ms. Wischemann to schedule a meeting with project staff to review her concerns.	N/A

Diana Matta – Resident: Thanked Mario Zamora for taking time to show her how the roundabout will work last week. It meant a lot to her. Expressed appreciation to the City Manager for taking time to meet with people in the Park Friday mornings for Coffee in the Park.	Staff agrees with this comment.	N/A

Documents Received:		
Brief Description of Document:	Staff Comments:	Section/Page Number:
John Ennis – Re: Hermosa Street Improvement Project: Hermosa Street Review – 1. General Plan designates Hermosa as an "Arterial". 2. Speed limit of 25 mph is not indicative of an "Arterial". 3. The existing roundabout on Elmwood and Hermosa is undersized, requires a change in the truck route, and have a maximum speed of 15 mph. 4. Hermosa Street, from Elmwood Avenue to Homassel Avenue should be reclassified as a "Collector" or "Local" street. 5. Hermosa Street, from Homassel Avenue to Bellah Avenue should be reclassified as a "Local" street. 6. Hermosa Street from Bellah Avenue to Road 224 should be have a maximum speed limit of 25 mph. Review of Westwood Roundabout- 1. See exhibit A for a list of roundabouts constructed adjacent to a school and an "Arterial". Exhibit B shows the one sample found does not have crosswalks. 2. Hermosa Street does not have on street parking or	Hermosa Street Review: 1. Staff agrees. 2. The posted speed limit is indicative of a school zone. 3. The existing roundabout has operated since 2010 with no major issues related to design. Trucks are able to utilize this roundabout on a daily basis. 4. This suggestion will be taken into account during the next Circulation Element Update. 5. This suggestion will be taken into account during the next Circulation Element Update. 6. This suggestion will be taken into account during the next Circulation Element Update. Review of Westwood Roundabout: 1. The lack of comparable projects is not a valid reason to abandon this proposed project. 2. On-street parking and loading zones are not required. Jefferson Elementary is currently exploring options to develop their site to address these concerns. 3. The lack of comparable projects is not a valid	Hermosa Street Review: 1. N/A 2. N/A 3. N/A 4. N/A 5. N/A 6. N/A Review of Westwood Roundabout: 1. N/A 2. N/A 3. N/A 4. Pages 75-94 Conclusions: 1. N/A 2. N/A 3. N/A 4. 3.5, Page 8

a loading zone. This leads to congestion on Westwood Avenue. 3. The proposed roundabout is not a typical configuration for an "Arterial". 4. The City should anticipate many trucks passing through this intersection on a daily basis. Conclusions- 1. Hermosa should be reclassified through a General Plan Amendment. 2. Existing roundabout does not accommodate truck traffic. 3. City should restripe Hermosa as a 2-lane road with center turn median, bike lanes, and on street parking. 4. Costs have not been provided, Mr. Ennis estimates the cost to range from $2.5 - $3.2 million.	reason to abandon this proposed project. 4. Please reference Omni-Means material included in this document. Conclusions: 1. This suggestion will be taken into account during the next Circulation Element Update 2. The existing roundabout has operated since 2010 with no major issues related to design. Trucks are able to utilize this roundabout on a daily basis. 3. This suggestion will be taken into account during the next Circulation Element Update. 4. This document identifies an estimated cost of $1.4 million.	
Gina Wise – Jefferson Learning Community Principal Re: Proposed Roundabout: 1. District is in favor of safer crossings. 2. District is in favor of safer loading areas. 3. District is in favor of increased parking. 4. District is in favor of the proposed roundabout. 5. District is working with an engineer to identify solutions to address the on-site conditions at Jefferson Elementary. 6. If there is a need to block traffic, the District will work with the City to develop the best course of action.	1. Staff agrees with this comment. 2. Staff agrees with this comment. Increased on-site loading areas will greatly assist with peak hour traffic. 3. Staff agrees with this comment. Increased parking areas will greatly assist with peak hour traffic. 4. Staff agrees with this comment. 5. Staff will work with the District engineer to assist in identifying solutions. 6. Staff agrees with this comment.	1. N/A 2. N/A 3. N/A 4. N/A 5. N/A 6. N/A

Janet Kliegl – Former LUSD Superintendent Re: Proposed Roundabout: 1. Intersection safety has been a concern since 1998. 2. Parents requested a traffic light, however a traffic expert identified this option as one of the most dangerous solutions. 3. Continued requests for a traffic light led to two other consultants in 2006. Both concluded a traffic light would be dangerous, and the best solution is a roundabout. 4. As funding was unavailable to construct a roundabout, the temporary morning and afternoon traffic flow changes suggested by the consultants have dramatically increased the flow of traffic and safety of this intersection. 5. The City should construct the roundabout for the safety of the children and parents of Jefferson School.	1. Staff agrees with this comment. 2. Staff agrees with this comment. 3. Staff agrees with this comment. 4. Staff agrees with this comment. 5. Staff agrees with this comment.	1. N/A 2. N/A 3. N/A 4. N/A 5. N/A

ENNIS CONSULTING

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January 23, 2018

Richard L. Harriman. Esq
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1078 Via Verona Drive
Chico, CA 95973-1031

Hermosa Street Improvement Project

Per your request, Ennis Consulting is providing this letter as supporting documentation to the subject proposal to construct a new roundabout at the intersection of Westwood Ave. and Hermosa Street.

Review of Hermosa Street

With regard to Hermosa Street, the following have been found to be facts in point:

1. The City of Lindsay General Plan designates Hermosa Street as an 'Arterial'

2. Hermosa Street is a 4-lane divided road from SR-65 to Eastwood Avenue and is striped as a 4-lane roadway with center turn median from Eastwood to 250' west of Elmwood Ave.

    a. This street section is representative of a typical 'Arterial' designation, however, the posted speed limit on this section of road is 25 mph. As required by California Law AB-321, a speed survey would be required to post this prima facie speed limit. Also, this speed limit is not indicative of an 'Arterial' roadway designation and it is assumed this speed limit is posted for 'school zone' and adjoining residential land uses.

3. The City constructed a roundabout at the intersection of Elmwood Ave. and Hermosa Street approximately 8 years ago.

    a. This roundabout is insufficiently sized to handle truck traffic. (see Figure 'A' thru Figure 'C' showing tire tracks across the roundabout center curb island and a timely Google Earth photo showing a semi-truck driving upon and over the southwest curb and gutter)

    b. In order to safely utilize this sub-standard roundabout, it is purported that the City removed Hermosa Street from its 'Local Truck Route' designation. However, the City should forever anticipate that random and uninformed truck drivers will continue to enter this roundabout, causing increased wear and tear on the civil infrastructure.

c. Given the size of this roundabout, the highest approach speed and turning speed is no more than 10-15 mph.

4. Hermosa Street is a 2-lane road with diagonal, on street parking from Elmwood Avenue to Homassel Avenue. This street section is more typical of a 'Collector' or even a 'Local' street.

5. Approximately 250' east of Homassel Avenue, Hermosa Street enters into a 45-deg and then a 90-deg chicane (i.e. S-curve). The sight distance and narrowing of this street section dramatically reduce the travel speed of Hermosa Street to less than 20 mph (Figure D). Again, this street condition is more typical of a 'Local' street than it is a 'Collector'.

6. Hermosa Street then continues east for approximately 4,000 feet to Road 224 as a 2-lane road with on-street parking and driveway access to residential houses. The driveway access and building setbacks require that this street segment be assigned a safe travel speed of no more than 25 mph.

The above facts (safety, safe travel speeds and roadway widths) require that Hermosa Street shall be assigned a designation of 'Collector' from Sweetbriar Avenue to Road 224 and that the City of Lindsay shall conduct a General Plan Amendment to modify this designation accordingly.

Review of Proposed Eastwood Roundabout

With regard to the proposed roundabout at Westwood Avenue and Hermosa Street, Ennis Consulting reviewed this proposal based on the following analyses:

1. The proposed roundabout lies at the southeast corner of Jefferson Elementary School. Given the fact that Hermosa Street, at this location, is a 4-lane divided 'Arterial', a nationwide investigation was conducted to determine if any other elementary school has 1) a roundabout constructed near its campus and 2) the campus abuts an arterial.

    a. Provided in Exhibit 'A' is a nationwide list of roundabouts constructed near elementary school campuses. Of the 31 schools listed, only one was constructed on an 'Arterial' while nearly all of the schools are located on 'Local' streets with very low traffic. In the one instance where a roundabout was constructed on a 'Arterial', no pedestrian crosswalks were provided (see Exhibit 'B').

2. Hermosa Street (in front of the school) does not have on street parking (Exhibit 'C) and does not have a 'loading zone' for parents to drop their kids off at school. Thus, one can conclude that with the small loading zone on Westwood Avenue, the area can become congested during school start and ending periods.

3. The proposed roundabout is not of a size and configuration typical of an 'Arterial'. The current proposal is to reduce the east and westbound travel lanes into a single lane and then to use the current striping configuration (i.e. 'Arterial') upon exiting both directions.

4. Exhibits 'D' and 'E' show the proposed roundabout configuration and also the 50-ft truck turning template. It would appear that the city is once again, proposing to undersize the roundabout by placing a drivable curb and concrete stamping in the center of the roundabout in order to accommodate any semi-truck and trailers which should happen into the roundabout.

    a. Given that Hermosa Street is the primary access road for a number of agricultural and commercial businesses located in downtown Lindsay, it can be anticipated that many trucks will be passing through this intersection on a daily basis.

Conclusions

1. Hermosa is not an 'Arterial' and the City should adopt a General Plan Amendment confirming this fact upon acceptance of the project.

2. The roundabout is presently not of a size and configuration to easily accommodate truck traffic for the downtown agricultural businesses. The City should additionally work with Omni-Means to ensure the safe movement of truck traffic.

3. The City, upon adoption of 'Collector' status for Hermosa Street from Westwood to Road 224 to the east, should (as part of the roundabout project) restripe Hermosa Street between Westwood and Elmwood as a 2-lane road with oversized center turn median with bike lane and on-street parking.

4. Costs for the roundabout have not been provided, but it estimated that (including right-of-way acquisition), the project will range between $2.5 million to $3.2 million.

It is important to recognize the presence of Jefferson Elementary School and the mission of the national Safe Routes to Schools proposals. Children living south of Hermosa Street have a right to reasonably and safely cross Hermosa Street and this cannot be achieved so long as Hermosa is designated as an 'Arterial'. The project should be given every consideration of good and sound engineering design provided by Omni Means to safely and securely blend the needs of trucks and other vehicles traveling through the area along with the needs of children and parents in safely crossing Hermosa Street. The costs of restriping Hermosa Street, when compared to the costs of the roundabout, are insignificant at best and should be collectively funded and constructed.

John T. Ennis, P.E.
Civil Engineer

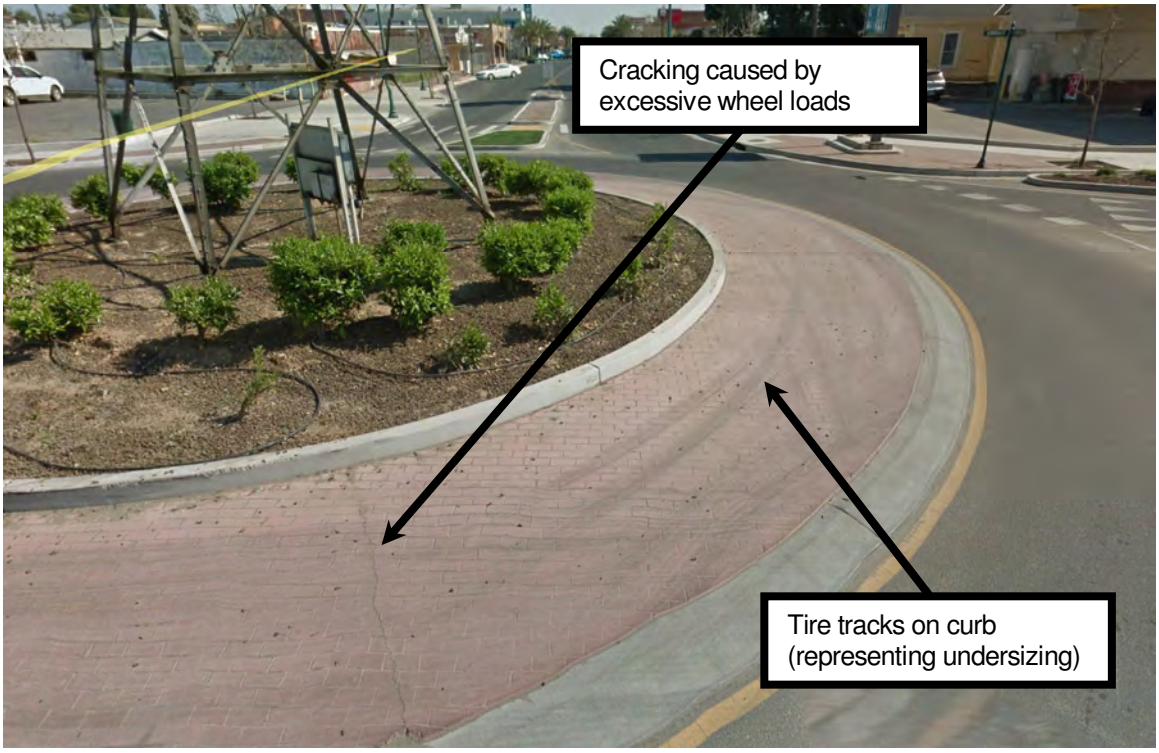


Figure A - Elmwood Avenue (looking southeast)

Figure B - Hermosa Street (looking southwest)

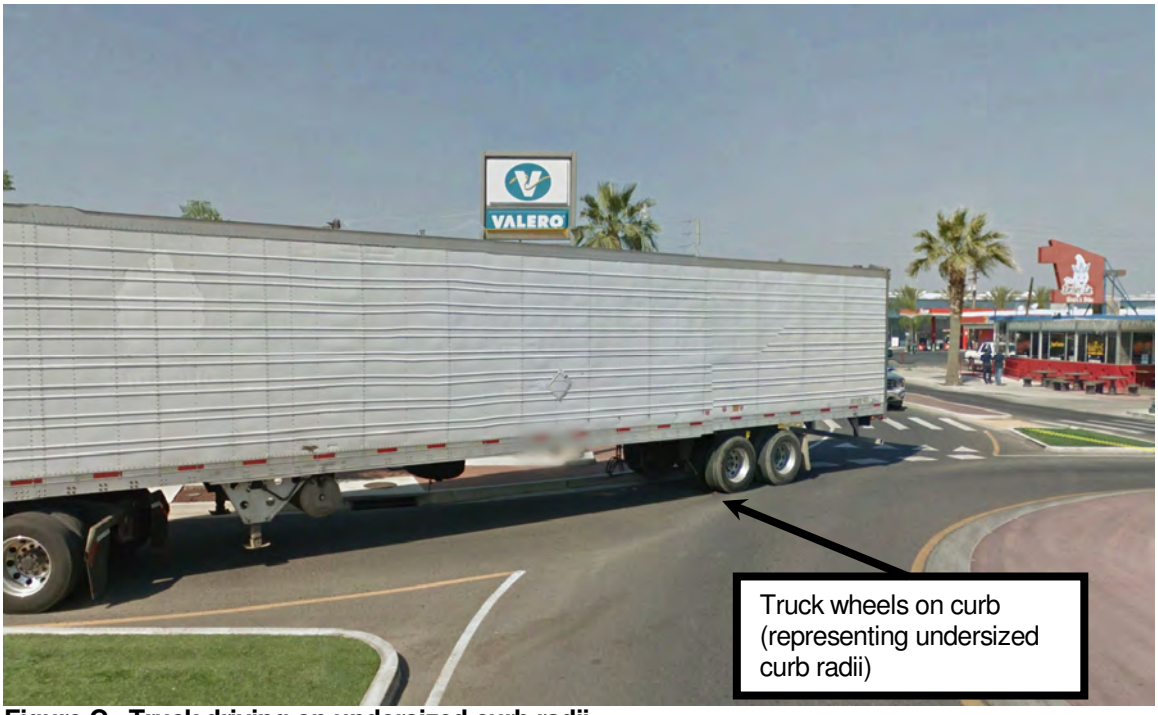
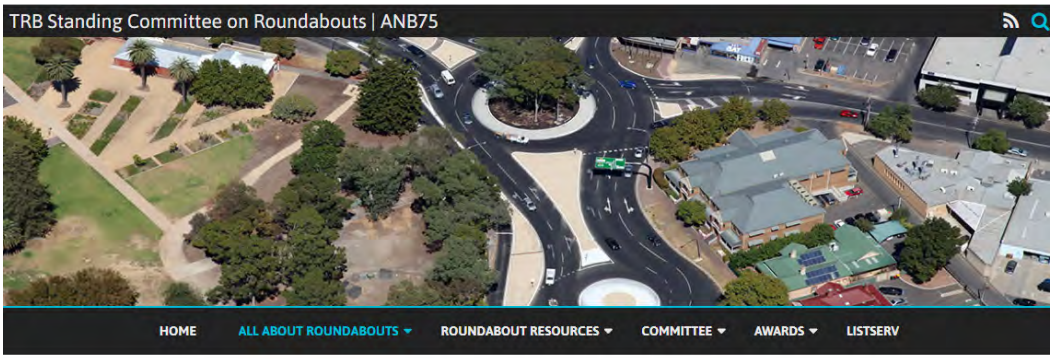


Figure C - Truck driving on undersized curb radii

Figure D - Hermosa Street Chicane



Roundabouts Near Schools

Elementary Schools

Patwin Elementary, Davis, CA
Ladera Ranch Middle/Elementary, Ladera Ranch, CA
Beard Elementary, Modesto, CA
Redding School of the Arts, Redding, CA
Truscott Elementary, Loveland, CO
Skyview Elementary, Clearwater, FL
Fruitville Elementary, Sarasota, FL
Windermere Elementary, Windermere, FL
Salt Lake Elementary, Honolulu, HI
Sunflower Elementary, Lawrence, KS
Riverdale Elementary, Dedham, MA
Bennett Woods Elementary, Okemos, MI
Eastview Elementary, Monticello, MN
Paxson Elementary, Missoula, MT
Morris Grove Elementary, Chapel Hill, NC
First Ward Elementary, Charlotte, NC
Morgan Elementary, Clemmons, NC
Creekside Elementary, Durham, NC
Ogden Elementary, Ogden, NC
Randleman Middle School, Randleman, NC
Riverside Elementary, Elmira, NY
Cherokee Elementary, Cincinnati, OH
Scioto Darby Elementary, Hilliard, OH
Freedom Trail Elementary, Lewis Center, OH
Cotton Elementary, San Antonio, TX
Fox Hollow Elementary, West Jordan, UT
Ordway Elementary, Bainbridge Isl., WA
Sunset Elementary, Bellevue, WA
Sunny Hills Elementary, Issaquah, WA
Forest Glen Elementary, Howard, WI
Eastwood Elementary, Morgantown, WV

NAVIGATION

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All About Roundabouts
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- Frank Blackmore Award
- Best Paper Award

Listserv

SITE UPDATES

2017 Annual Meeting Minutes Available
2017 Annual Meeting Agenda and Roundabout Sessions
Site Updates – October 2016

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Exhibit A - List of Roundabouts Near Elementary Schools
(*http://trbroundabouts.com/roundabouts-near-schools/)*

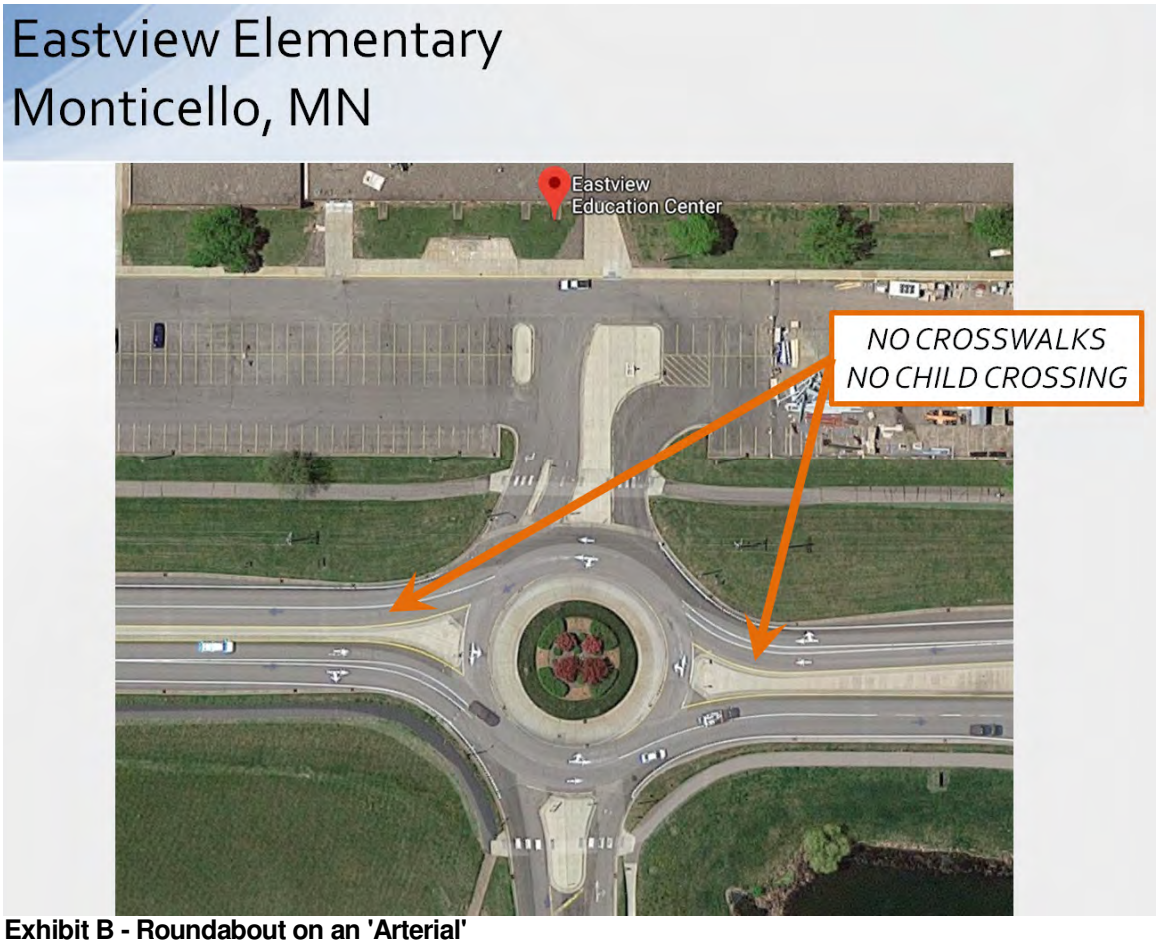

Exhibit B - Roundabout on an 'Arterial'

Exhibit C - Hermosa Street with no school 'Loading Zone'

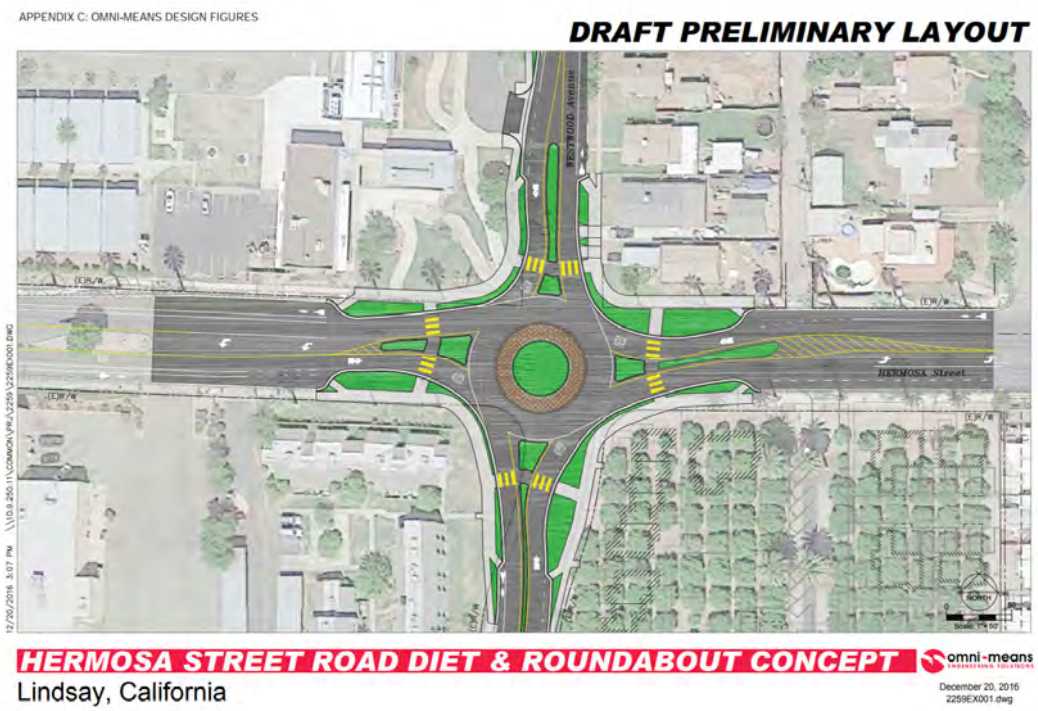

Exhibit D - Proposed Roundabout

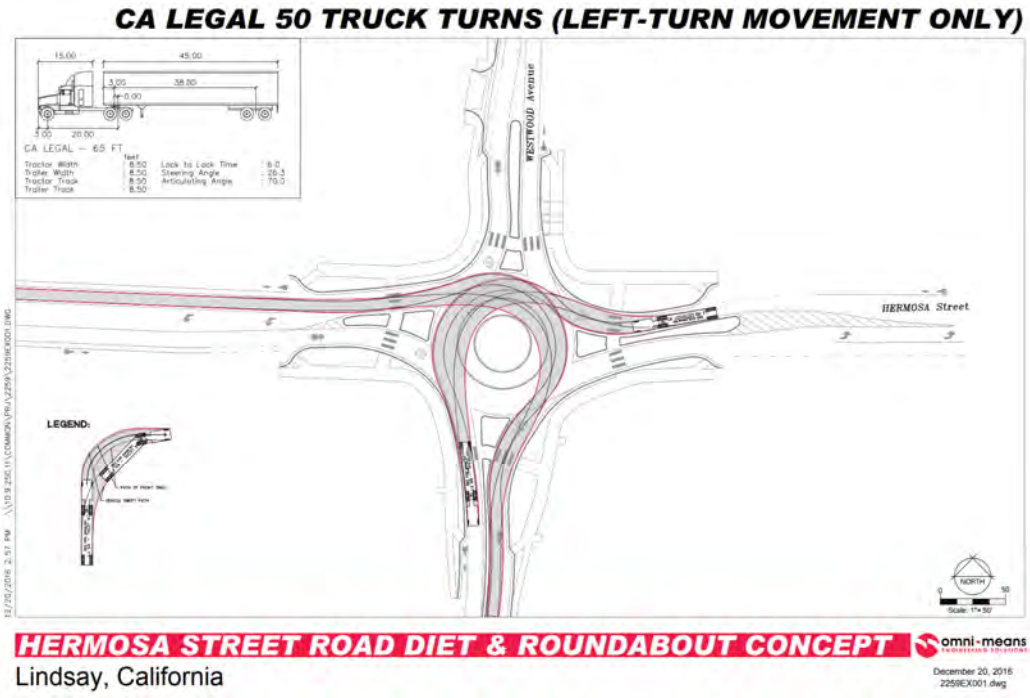

Exhibit E - Roundabout with Semi-Truck Traffic

Appendix A - Definition of a 'Collector'

Collector road

From Wikipedia, the free encyclopedia

Not to be confused with Collector/distributor road.

This article **needs attention from an expert in Maps**. Please add a *reason* or a *talk* parameter to this template to explain the issue with the article. WikiProject Maps may be able to help recruit an expert. *(December 2012)*

This article **needs additional citations for verification**. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. *(July 2008) (Learn how and when to remove this template message)*

A **collector road** or **distributor road** is a low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads. Unlike arterials, collector roads are designed to provide access to residential properties. Rarely, jurisdictions differentiate major and minor collector roads, the former being generally wider and busier.

Noons Creek Drive and Falcon Drive are typical collector roads in Port Moody, British Columbia, Canada.

Specifications [edit]

Collector roads can vary widely in appearance. Some urban collectors are wide boulevards entering communities or connecting sections. Others are residential streets, which are typically wider than local roads, although few are wider than four lanes. Small-scale commercial areas can be found on collector roads in residential areas. Key community functions such as schools, churches, and recreational facilities can often be found on collector roads.

A collector road usually consists of a mixture of signaled intersections, roundabouts, traffic circles, or stop signs, often in the form of a four-way stop. Two-way stops are generally used at intersections with local streets that favour traffic movement on the collector. In North America, a collector road normally has traffic lights at an intersection with an arterial road, whereas roundabouts are more commonly used in Europe.

Speed limits are typically 20-35 mph (or 30-55 km/h) on collector roads in built-up areas, depending on the degree of development and frequency of local access, intersections, and pedestrians, as well as the surrounding area (the speed tends to be lowest in a school zone). Traffic calming is occasionally used in older areas on collector roads as well.

Development [edit]

Collector roads can originate in several different ways. Most often, they are planned within a suburban layout and built expressly for that purpose; occasionally, they fill gaps in a grid system between arterial roads. Urban planners often consider such roads when laying out new areas of development because infrastructure for utilities such as electric power distribution lines, trunk sewers and water mains can be built through the same corridor.

Appendix B - Definition of an 'Arterial'

Arterial road

From Wikipedia, the free encyclopedia

An **arterial road** or **arterial thoroughfare** is a high-capacity urban road. The primary function of an arterial road is to deliver traffic from collector roads to freeways or expressways, and between urban centres at the highest level of service possible. As such, many arteries are limited-access roads, or feature restrictions on private access.

Though the design of arterial roads varies from country to country, city to city, and even within cities, they share a number of common design characteristics. For example, in many cities, arteries are arranged in concentric circles (commonly referred to as *ring roads*) or in a grid. Many jurisdictions also classify arterial roads as either principal (major) or minor.[*clarification needed*]

Page Mill Road in Palo Alto, California, USA is a typical arterial road in a suburban area. This also has a bike lane.

In traffic engineering hierarchy, an arterial road delivers traffic between collector roads and freeways. For new arterial roads, intersections are often reduced to increase traffic flow. In California, arterial roads are usually spaced every half mile, and have intersecting collector(s) and streets. Some arterial roads, characterized by a small fraction of intersections and driveways compared to most arterial roads, are also considered to be expressways in some countries and some states of the United States.[*citation needed*]

Contents [hide]

Definition [edit]

The *Traffic Engineering Handbook* describes "Arterials" as being either principal or minor. Both classes serve to carry longer-distance flows between important centers of activity. Arterials are laid out as the backbone of a traffic network and *should* be designed to afford the highest level of service, as is practical, as per the aforementioned "Traffic Engineering Handbook".[1]

Development [edit]

The construction and development of arterial roads is achieved through two methods. By far the most common is the upgrading of an existing right-of-way during subdivision development. When existing structures prohibit the widening of an existing road however, bypasses are often constructed. Because of the placement and general continuity of arterial road corridors, sewers, water mains, conduits and other infrastructure are placed beneath or beside the roadbed.

Specifications [edit]

In North America, traffic signals are used at most intersections (except where the intersecting road is a minor side street, in which case a stop sign is used instead). In Europe, large roundabouts are more commonly seen at the busier junctions. Speed limits are typically between 30 and 50 mph (50 and 80 km/h), depending on the density of use of the surrounding development. In school zones, speeds may be further reduced; likewise, in sparsely developed or rural areas, speeds may be increased.

The width of arterial roads can range from four lanes to ten or more. Some are divided at the center, while others share a common center lane, such as a contraflow lane or central turning lane.

Greetings honorable mayor pro tem and council,

I am Gina Wise, the principal at Jefferson LC,
I would like to speak to the matter of the proposed roundabout construction at the intersection of Hermosa and Westwood.

First, the district is in favor of safer crossings for learners and families, Second, we favor safer pick up and drop off for families, Third. we are in favor of increased parking for families and staff. Therefore we are in favor of the construction of the proposed roundabout project.

We are currently working with an engineer to analyze traffic patterns to make recommendations regarding the horseshoe traffic area in the front of Jefferson so we can work with the city of Lindsay to make the best plan for learners and residents. We expect information to be forthcoming in the next few weeks.

It has come to my attention that statements have been made reporting that I, the principal of the Jefferson Learning Community, have taken a position on blocking traffic and ordered signs. I would like to go on record that the district has not determined if there will be a need to continue the practice of blocking traffic once the reconstruction of the intersection has occured. I can share that if, in the future, there is need to block traffic then the district will work with the city to do whatever is needed to keep pedestrians safe. Our official position is that would love to eliminate any need to block traffic at all to keep learners and families safe.

Thank you for your time.

Gina Wise

1315 Hillcrest Drive
Lindsay, CA 93247
559.805.9506

February 1, 2018

William Zigler, City Manager
251 E. Honolulu Street
Lindsay, CA 93247

Dear Mr. Zigler,

I was the Superintendent for Lindsay Unified School District from 1998-2012. During that time, I met with numerous parents and school staff regarding the intersection at Hermosa and Westwood. Parents and staff were concerned about the safety of the intersection, particularly during peak hours when students were arriving to school and being dismissed to go home. At these meetings, parents requested a traffic light. The School District and City consulted with a traffic expert, and he said that a traffic light would be one of the most dangerous things we could do to improve the safety of the intersection. The parents continued to request a traffic light so in 2006 two other traffic experts were consulted, Dan Burden and Paul Zykofsky, both national experts on traffic safety who come to Lindsay to see the situation at the intersection. Both experts concluded that a traffic light would be the most dangerous thing we could do, and we should put in a roundabout at the intersection for improved safety.

Because neither the School District nor the City had the funds to construct a roundabout at that time, we asked Paul Zykofsky what we could do to immediately improve the flow of traffic and safety of the intersection during peak travel to Jefferson School. He suggested using signs to narrow the street to one lane to slow cars down and then restrict left turning onto Westwood from Hermosa Street. This immediately improved the flow of traffic and safety at the intersection. Because the change was so dramatic, the parents and the school administration now believed and supported the roundabout as a solution to the problem.

The City should move forward with the construction of the roundabout for the safety of the children and their parents who travel to Jefferson School each day.

Sincerely,

Janet K. Kliegl

Janet K. Kliegl
Former Superintendent Lindsay Unified School District

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 February 13, 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 13th day of February, 2018.

* * * * * * *

VOTE
AYE _____
NAY _____
ABSTAIN _____
ABSENT _____
DATE _____

ATTEST: CITY COUNCIL OF THE CITY OF LINDSAY

_____ _____

Bret Harmon, City Clerk Pamela Kimball, Mayor

STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA
DATE: February 13, 2018
AGENDA #: 6
STAFF: Michael Camarena, Director of City Services

AGENDA ITEM

TITLE	Resolution No. 18-06 2018 Contract Year Unreleased Restoration Flows Sales Agreement No. 18-WC-20-5147, Friant Division, Central Valley Project, CA
ACTION	Request approval of Resolution No. 18-06
PURPOSE	Statutory/Contractual Requirement Discretionary Action
COUNCIL OBJECTIVE(S)	Live in a safe, clean, comfortable and healthy environment. Nurture attractive residential neighborhoods and business districts. Stimulate, attract and retain local businesses. Yield a fiscally self-reliant city government while providing effective, basic municipal services.

RECOMMENDATION

Staff recommends approval of Resolution No. 18-06, Authorizing the Mayor to Execute 2018 Contract Year Unreleased Restoration Flows Sales Agreement No. 18-WC-20-5147, Friant Division, Central Valley Project, CA

BACKGROUND | ANALYSIS

Until channel improvements and facility construction are completed along the San Joaquin River, the San Joaquin River Restoration Program (SJRRP) is limited in its ability to release Restoration Flows. The program's allocation of water can exceed the conveyance capacity of the river and associated channels, resulting in Unreleased Restoration Flows (URFs). URFs may also be generated because of facility maintenance or channel improvement construction. As channel capacity is improved over time, annual generation of URFs will be reduced and will eventually be zero.

URF's are generated at Friant Dam (Millerton). This contract allows use, sale, transfer, banking or exchange of available URF water.

For water year 2018, the City will have an estimated 313 acre feet (AF) of water available in Tier 1 releases. The cost of Tier 1 water is $20 per AF. The agreement also includes the potential for Tier 2 releases however the cost for Tier 2 water is $331.12 per AF.

ALTERNATIVES

- Approve Resolution 18- as recommended
- Do not approve Resolution 18- and provide direction to staff

BENEFIT TO OR IMPACT ON CITY RESOURCES

Provides for portion of City's water needs.

ENVIRONMENTAL REVIEW

None anticipated

POLICY ISSUES

None

PUBLIC OUTREACH

POSTED IN THIS AGENDA

ATTACHMENTS

- Resolution No. 18-06 2018 Contract Year Unreleased Restoration Flows Sales Agreement No. 18-WC-20-5147, Friant Division, Central Valley Project, CA
- Contract

RESOLUTION NO. 18-06

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINDSAY AUTHORIZING THE MAYOR TO SIGN 2018 CONTRACT YEAR UNRELEASED RESTORATION FLOWS SALES AGREEMENT NO. 18-WC-20-5147, FRIANT DIVISION, CENTRAL VALLEY PROJECT, CALIFORNIA

At a Regular meeting of the City Council of the City of Lindsay held the 13th day of February 2018, at 6:00 p.m. of said day, in the Council Chambers at City Hall, 251 East Honolulu, Lindsay, California 93247, the following resolution was adopted:

WHEREAS, City Staff and Legal Counsel have reviewed the document and determined that the terms and conditions of the contract are in the best interests of the City of Lindsay,

NOW, THEREFORE, BE IT RESOLVED that the Lindsay City Council hereby approves the 2018 Contract Year Unreleased Restoration Flows Sales Agreement No. 18-WC-20-5147, Friant Division, Central Valley Project, CA; and

BE IT FURTHER RESOLVED, that the terms and conditions of the contract are in the best interests of the City of Lindsay and now therefore directs the Mayor to execute the document herein referenced as 18-WC-20-5147, on behalf of the City of Lindsay

PASSED AND ADOPTED by the City Council of the City of Lindsay this 13th day of February 2018.

* * * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Lindsay held on February 13, 2018, by the following vote, to wit:

AYES: _____

NOES: _____

ABSENT: _____

DATED: February 13, 2018

ATTEST:

(s) _____ (s) _____

City Clerk Mayor

STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA
DATE: FEBRUARY 13, 2018
AGENDA #: 7
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

AGENDA ITEM

TITLE	Resolution 18-08 LLA 16-32 Conveyance of Real Property within Harvard Park
ACTION	Conveyance of Real Property within Harvard Park to the Lindsay Unified School District to Facilitate Green Space Improvements.
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.

RECOMMENDATION

Staff recommends that City Council:

1. Adopt a resolution to convey, via quitclaim deed, that portion of Harvard Park described in the resolution.

2. Require the creation of a joint-use agreement between the City and LUSD ensuring public access to the parking lot for Harvard Park activities.

3. Authorize the Mayor to sign the quitclaim deed, representing the City;

BACKGROUND | ANALYSIS

The Lindsay Unified School District (LUSD) has requested that the City convey to LUSD, approximately one acre of the northeast corner of Harvard Park, adjacent to the Lincoln Elementary School, to facilitate green space improvements.

Approval of the conveyance would allow for LUSD to continue maintenance of the existing parking lot and improve the adjacent open space for LUSD and City recreation uses.

ALTERNATIVES

- Approve
- Approve with modifications

- Deny
- Instruct Staff to gather additional information

BENEFIT TO OR IMPACT ON CITY RESOURCES

Benefits include less open space the City must maintain.

There are no anticipated impacts.

ENVIRONMENTAL REVIEW

California Environmental Quality Act (CEQA) Article 19 §15305 identifies the minor alteration in land use limitations as Categorically Exempt.

POLICY ISSUES

None

PUBLIC OUTREACH

POSTED IN THIS AGENDA

ATTACHMENTS

- Resolution 18-08
- LLA 16-32
- Quitclaim Deed

QUITCLAIM DEED

Recording requested by: |
_____ |
When recorded mail to: |
City of Lindsay |
251 Honolulu Street |
Lindsay, CA 93247 |

Space above this line for recorder's use.

QUITCLAIM DEED

THE CITY OF LINDSAY ("Grantor"), hereby quitclaims to the LINDSAY UNIFIED SCHOOL DISTRICT ("Grantee") all rights, title, and interests, in the following property:

That portion of Block 125 of the City of Lindsay per map recorded in Book 17, page 57 of Maps in the Office of the County Recorder, County of Tulare, State of California, described as follows:

Beginning at the Northeast corner of said Block 125;

Thence, South 00°17'32" East, 167.00 feet along the East line of said Block 125;

Thence, South 89°44'51" West, 157.68 feet;

Thence, South 28°35'26" West, 123.43 feet;

Thence, North 89°57'52" West, 249.47 feet;

Thence, North 30°03'49" West, 95.57 feet;

Thence, North 00°48'33" West, 20.79 feet;

Thence, North 40°38'20" East, 29.48 feet;

Thence, North 12°54'31" East, 153.67 feet to a point in the North line of said Block 125;

Thence, North 89°57'59" East, 460.00 feet to the point of beginning.

Mail tax statements as directed above.

Except therefrom that portion conveyed to Lindsay Unified School District, by Deed recorded May 13, 2008 as Instrument No. 2008-34156 of Official Records.

Executed on _____, 2018, at Lindsay, California.

_____
Pamela Kimball, Mayor

ACKNOWLEDGEMENT

State of California
County of Tulare

On _____, before me, _____, personally appeared Pamela Kimball, Mayor of the City of Lindsay, proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the written instrument and acknowledged to me that he executed the same in her authorized capacity, and that by his signature on the instrument the person, or the entity on behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

Signature _____

(Seal)

Mail tax statements as directed above.

RESOLUTION NO. 18-08

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINDSAY AUTHORIZING THE CONVEYANCE OF APPROXIMATELY ONE ACRE OF REAL PROPERTY WITHIN HARVARD PARK AND ADJACENT TO LINCOLN ELEMENTARY SCHOOL, TO THE LINDSAY UNIFIED SCHOOL DISTRICT

At a regularly scheduled meeting of the City Council of the City of Lindsay, held February 13, 2018, at the hour of 6:00 p.m. in the Council Chambers of City Hall, Lindsay, California 93247, the following resolution was adopted:

THAT WHEREAS, the Lindsay Unified School District has requested the conveyance of approximately one acre of Harvard Park property to the Lindsay Unified School District, for the purpose of open space improvements; and

WHEREAS, Planning Staff has prepared necessary investigations and prepared a staff report of information bearing upon the conveyance of real property; and

WHEREAS, said conveyance of real property from the City of Lindsay to the Lindsay Unified School District is in compliance with local and state requirements; and

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

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

NOW, THEREFORE BE IT FURTHER RESOLVED, that the City Council of the City of Lindsay, hereby authorizes the conveyance of real property by Quitclaim Deed to the Lindsay Unified School District, subject to the following condition:

SECTION 1. That the Lindsay Unified School District shall enter into an agreement with the City of Lindsay for the joint-use of the existing parking lot, or any future parking lot to be developed at this site in perpetuity. Said agreement shall be in a form satisfactory to the City Attorney.

SECTION 2. That the Lindsay Unified School District shall enter into an agreement with the City of Lindsay for the joint-use of the existing green space, or any future green space to be developed at this site in perpetuity. Said agreement shall be in a form satisfactory to the City Attorney.

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

That portion of Block 125 of the City of Lindsay per map recorded in Book 17, page 57 of Maps in the Office of the County Recorder, County of Tulare, State of California, described as follows:

Beginning at the Northeast corner of said Block 125;

Thence, South 00°17'32" East, 167.00 feet along the East line of said Block 125;

Thence, South 89°44'51" West, 157.68 feet;

Thence, South 28°35'26" West, 123.43 feet;

Thence, North 89°57'52" West, 249.47 feet;

Thence, North 30°03'49" West, 95.57 feet;

Thence, North 00°48'33" West, 20.79 feet;

Thence, North 40°38'20" East, 29.48 feet;

Thence, North 12°54'31" East, 153.67 feet to a point in the North line of said Block 125;

Thence, North 89°57'59" East, 460.00 feet to the point of beginning.

Except therefrom that portion conveyed to Lindsay Unified School District, by Deed recorded May 13, 2008 as Instrument No. 2008-34156 of Official Records.

BE IT FURTHER RESOLVED, that the Mayor is hereby authorized to sign all necessary documents for said quitclaim, with said deed to be recorded in the office of the Tulare County Recorder. The foregoing has been authorized by the City Council for the City of Lindsay on February 13, 2017.

VOTE:
AYE _____
NAY _____
ABSTAIN _____
ABSENT _____
DATE _____

CITY COUNCIL OF THE CITY OF LINDSAY

_____
Pamela Kimball, Mayor

ATTEST:

_____
Bret Harmon, City Clerk

STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA
DATE: FEBRUARY 13, 2018
AGENDA #: 8
STAFF: BRIAN SPAUNHURST, ASSISTANT CITY PLANNER, 559-562-7102 EX. 8032, BSPAUNHURST@LINDSAY.CA.US

AGENDA ITEM

TITLE	Resolution 18-09 LLA 17-19 Conveyance of Real Property Adjacent to Sequoia Pond
ACTION	Conveyance of Real Property adjacent to Sequoia Pond to the Lindsay Hospital District to Facilitate Parking Lot Improvements.
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.

RECOMMENDATION

Staff recommends that City Council:

1. Adopt a resolution to convey, via quitclaim deed, that portion of City of Lindsay Property described in the resolution.

2. Authorize the Mayor to sign the quitclaim deed, representing the City;

BACKGROUND | ANALYSIS

The Lindsay Hospital District (LHD) has requested that the City convey to LHD, all of A.P.N. 201-180-008, approximately 0.14 acres, adjacent to the Sequoia Ponding Basin, to facilitate parking lot improvements.

Approval of the conveyance would allow for LHD to develop and maintain a parking lot.

ALTERNATIVES

- Approve
- Approve with modifications
- Deny
- Instruct Staff to gather additional information

BENEFIT TO OR IMPACT ON CITY RESOURCES

Benefits include less open space the City must maintain.

There are no anticipated impacts.

ENVIRONMENTAL REVIEW

California Environmental Quality Act (CEQA) Article 19 §15305 identifies the minor alteration in land use limitations as Categorically Exempt.

POLICY ISSUES

None

PUBLIC OUTREACH

POSTED IN THIS AGENDA

ATTACHMENTS

- Resolution 18-09
- LLA 17-19
- Quitclaim Deed

QUITCLAIM DEED

Recording requested by:
_____
When recorded mail to:
City of Lindsay
251 Honolulu Street
Lindsay, CA 93247

Space above this line for recorder's use.

QUITCLAIM DEED

THE CITY OF LINDSAY ("Grantor"), hereby quitclaims to the LINDSAY HOSPITAL DISTRICT ("Grantee") all rights, title, and interests, in the following property:

That portion of Lot 5, in Block 67 of the City of Lindsay, in the County of Tulare, State of California, as per map recorded in Volume 17 of Maps, at page 57, Tulare County Records, described as follows:

Beginning at the Northeast corner of said Lot 5; thence South, along the East line of said Lot 5, a distance of 85.00 feet; thence Northwesterly to a point in the North line of Lot 5, said point being 125.00 feet West of the Northeast corner of said Lot 5; thence East 125.00 feet to the point of beginning.

Executed on _____, 2018, at Lindsay, California.

_____
Pamela Kimball, Mayor

Mail tax statements as directed above.

ACKNOWLEDGEMENT

State of California
County of Tulare

On _____, before me, _____, personally appeared Pamela Kimball, Mayor of the City of Lindsay, proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the written instrument and acknowledged to me that he executed the same in her authorized capacity, and that by his signature on the instrument the person, or the entity on behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

Signature _____

(Seal)

Mail tax statements as directed above.

RESOLUTION NO. 18-09

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINDSAY AUTHORIZING THE CONVEYANCE OF APPROXIMATELY 0.14 ACRES OF REAL PROPERTY KNOWN AS A.P.N. 201-180-008 AND ADJACENT TO SEQUOIA POND, TO THE LINDSAY HOSPITAL DISTRICT

At a regularly scheduled meeting of the City Council of the City of Lindsay, held February 13, 2018, at the hour of 6:00 p.m. in the Council Chambers of City Hall, Lindsay, California 93247, the following resolution was adopted:

THAT WHEREAS, the Lindsay Hospital District has requested the conveyance of approximately 0.14 acres of property identified as A.P.N. 201-180-008 to the Lindsay Hospital District, for the purpose of parking lot improvements; and

WHEREAS, Planning Staff has prepared necessary investigations and prepared a staff report of information bearing upon the conveyance of real property; and

WHEREAS, said conveyance of real property from the City of Lindsay to the Lindsay Hospital District is in compliance with local and state requirements; and

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

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

NOW, THEREFORE BE IT FURTHER RESOLVED, that the City Council of the City of Lindsay, hereby authorizes the conveyance of real property by Quitclaim Deed to the Lindsay Hospital District.

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

> **That portion of Lot 5, in Block 67 of the City of Lindsay, in the County of Tulare, State of California, as per map recorded in Volume 17 of Maps, at page 57, Tulare County Records, described as follows:**
>
> **Beginning at the Northeast corner of said Lot 5; thence South, along the East line of said Lot 5, a distance of 85.00 feet; thence Northwesterly to a point in the North line of Lot 5, said point being 125.00 feet West of the Northeast corner of said Lot 5; thence East 125.00 feet to the point of beginning.**

BE IT FURTHER RESOLVED, that the Mayor is hereby authorized to sign all necessary documents for said quitclaim, with said deed to be recorded in the office of the Tulare County Recorder. The foregoing has been authorized by the City Council for the City of Lindsay on February 13, 2018.

* * * * * * * * * * * * * *

VOTE
AYE _____
NAY _____
ABSTAIN _____
ABSENT _____
DATE _____

CITY COUNCIL OF THE CITY OF LINDSAY

_____
Pamela Kimball, Mayor

ATTEST:

_____
Bret Harmon, City Clerk

STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA
DATE: February 13, 2018
AGENDA #: 9
STAFF: Michael Camarena, Director of City Services

AGENDA ITEM

TITLE	San Joaquin River/Friant Kern Canal Watershed Sanitary Survey Update
ACTION	Approval of Memorandum of Understanding
PURPOSE	Statutory/Contractual Requirement Council Vision/Priority Discretionary Action Plan Implementation
COUNCIL OBJECTIVE(S)	Live in a safe, clean, comfortable and healthy environment. Stimulate, attract and retain local businesses. Advance economic diversity. Yield a fiscally self-reliant city government while providing effective, basic municipal services.

RECOMMENDATION

Staff recommends approval of Memorandum of Understanding (MOU) for the preparation of San Joaquin River/Friant Kern Canal Watershed Sanitary Survey Update (WSSU).

BACKGROUND | ANALYSIS

State regulations require that all small public water systems using a surface water supply complete a WSSU of the watershed at least every five years (Title 22, California Code of Regulations, section 64665). The last survey, coordinated with other water purveyors receiving water from the San Joaquin River/Friant-Kern Canal Watershed, took two years to complete and was completed in 2010.

The WSSU will assess if issues identified in the original Sanitary Survey (1998) were properly addressed and to identify any significant new activities that may be taking place within the watershed.

The WSSU will be conducted by Keller/Wegley Engineering of Visalia. Lindsay-Strathmore Irrigation District will serve as the lead agency for receipt of funds and payment of bills incurred in the preparation of the WSSU. There are a total of 10 signatories to this WSSU.

City of Lindsay's share of the estimated total cost of the WSSU is $30,939. This includes a 10% contingency. Any funds remaining after completion of the study will be refunded to the participants based on a pro rata share of their initial contribution. It was not anticipated to be included in this current budget cycle and a budget amendment is anticipated to be needed prior to the end of this fiscal year. As it is specific to water supply this estimated cost will impact the water enterprise fund only.

City attorney Mario Zamora has reviewed the MOU and did not find undue liabilities.

ALTERNATIVES

- Staff has not found any viable alternative action.

BENEFIT TO OR IMPACT ON CITY RESOURCES

State required document for delivery of surface water supply.

ENVIRONMENTAL REVIEW

None identified at this time.

POLICY ISSUES

None at this time.

PUBLIC OUTREACH

POSTED IN THIS AGENDA

ATTACHMENTS

- Memorandum of Understanding for the preparation of San Joaquin River/Friant Kern Canal Watershed Sanitary Survey Update

MEMORANDUM OF UNDERSTANDING
FOR
PREPARATION OF SAN JOAQUIN RIVER/FRIANT-KERN CANAL
WATERSHED SANITARY SURVEY UPDATES

THIS AGREEMENT, made and entered into by and between the Agencies and Companies (hereinafter referred to as "Participants") listed in Attachment A and incorporated as part of this Memorandum of Understanding (MOU);

W I T N E S S E T H

WHEREAS, each of the Participants is required by the State Water Resources Control Board – Division of Drinking Water (DDW) to prepare a Watershed Sanitary Survey Update of the San Joaquin River in conformance with the Watershed Sanitary Survey Guidance Manual and Title 22, Division 4, Chapter 17, Article 7 of the California Code of Regulations; and

WHEREAS, those Participants listed in Attachment B (attached herewith) are also required to complete a Watershed Sanitary Survey Update on the Friant-Kern Canal under the same regulatory requirements; and

WHEREAS, a scope of services has been prepared and submitted to DDW for the preparation of a report that will meet the requirements of DDW, see Attachment I, and the applicable regulations; and

WHEREAS, it has been determined that it would be most cost effective for all Participants to join together in the preparation of one document to satisfy all of the requirements for an update of the Watershed Sanitary Surveys; and

WHEREAS, it has been determined that it would be best to select one agency to act as a lead agency for the receipt of funds, review and approval of bills by the consultants and payment of bills incurred in the preparation of said Watershed Sanitary Survey Updates.

NOW, THEREFORE, each of the Participants do agree as follows:

1. All Participants will be responsible for the authorization and transmittal of their total share of the estimated costs for the Watershed Sanitary Survey Updates as identified in Attachment C (attached herewith) and discussed further in Paragraph 6 to the lead agency (paragraph 2). There are certain costs associated with this type of study that are independent of the size of the water purveyor, therefore, the costs were distributed as follows:

S.J. River - $6,500 for every agency except those in the upper portion of the watershed (Bass Lake - $5,000, Wishon Cove - $5,500) with the remaining costs being prorated on water use.

F/K Canal - Only for those agencies with deliveries from the F/K Canal. $6,500 per agency with the remaining costs being prorated on the portion of the canal utilized by a particular agency.

Individual Participant share costs for those agencies/entities requiring preparation of the Watershed Sanitary Survey Update of the San Joaquin River and/or Friant-Kern Canal are listed in Attachments A and B respectively.

2. The Lindsay-Strathmore Irrigation District will act as the lead agency for the purposes described within this MOU.

3. As lead agency, the Lindsay-Strathmore Irrigation District will establish an account for receipt of funds from the Participants and the issuance of warrants from said fund for the payment of costs incurred in completing the study.

4. Monthly bills from the firms of Dennis R. Keller and James H. Wegley, Consulting Engineers and AECOM Technical Services, Inc., will be reviewed and approved by

the Lindsay-Strathmore Irrigation District for payment with funds derived from the Watershed Sanitary Survey Update account. In addition, legal costs incurred that are directly related to the preparation of the Watershed Sanitary Survey Updates and/or the MOU by Lindsay-Strathmore Irrigation District's Counsel may also be paid from this account. All current and future Participants agree to hold harmless, defend, and indemnify Lindsay-Strathmore Irrigation District from and against any and all losses, costs, damages, claims, liability, or expenses, including reasonable attorneys' fees, in any way arising from or related to Lindsay-Strathmore Irrigation District's operation as the lead agency, the expenditure of funds from the Participants' joint account and/or Lindsay-Strathmore Irrigation District's operation as the entity that reviews, approves, disperses and pays bills associated with the Watershed Sanitary Survey Updates.

5. The attached estimates are based on the anticipated work to be undertaken in the preparation of the Watershed Sanitary Survey Updates for the San Joaquin River and/or Friant-Kern Canal accounts and include a ten (10) percent contingency. If it is determined that costs will exceed the estimates and contingencies included in this MOU, approval shall be obtained from the Participants prior to proceeding with the work. Upon completion of the work, all funds (including any contingencies) remaining within the San Joaquin River and Friant-Kern Canal accounts will be refunded to the original Participants, based on a pro rata share of their initial contribution.

6. The Participants agree to forward their share of the cost to complete the study(s). The initial contribution shall be as a minimum, the Total (without contingencies) shown in Attachment C. Those Participants that wish to initially contribute the Total (with contingencies) may do so and any refund to an individual Participant will be in accordance with their initial contribution (with or without contingencies). In the event the funding contingency is

deemed necessary to complete the study(s), those Participants that contributed only the minimum amount initially, as previously defined, will provide the additional funding required to bring their contribution to the funding level shown in Attachment C under Total (with contingencies). The initial funding amount shall be forwarded to the Lindsay-Strathmore Irrigation District by February 16, 2018.

7. There may be small water purveyors in the upstream watershed that may also decide to participate in this Watershed Sanitary Survey Updates, but have not been included as one of the original Participants. To be added as a Participant to this agreement, a small water purveyor will be assessed a minimum charge of $2,500 each for their share of the study as originally proposed. This charge may be increased, depending on the amount of additional work that is required for their inclusion, and/or, as deemed appropriate by the original Participants. For purposes of this MOU, a "small water purveyor" is defined as a water user who may utilize, through contract and/or water rights, not more than 10 acre-feet of water.

8. Other larger entities that determine that it is in their best interest to utilize the information and results of the Watershed Sanitary Survey Updates after the execution of this MOU by the original Participants, will be assessed a minimum cost to be computed as if they were an original Participant. In addition, they will be responsible for any additional costs required for their inclusion, and/or as deemed appropriate by the original Participants. For purposes of this MOU, "larger entities" are defined to include all entities that are not included in the definition of small water purveyors.

9. Funds provided by additional agencies (both small and larger water purveyors) requesting to be included in the Watershed Sanitary Survey Updates after adoption of this MOU by the Participants in excess of that required to prepare the Watershed Sanitary Survey

Updates and any additional amount which is required to add said agencies, will be refunded to the original Participants, based on a pro rata share of their original costs, considering the individual components of the Watershed Sanitary Survey Updates for the San Joaquin River and/or the Friant-Kern Canal portions of the study that are being reimbursed by any such joining entity.

10. It is understood and agreed by and between the parties hereto, that the reports generated by Dennis R. Keller and James H. Wegley, Consulting Engineers and AECOM Technical Services, Inc. shall be the property of the Participants and shall be released only to DDW and/or such other agencies as the Participants may determine.

11. The estimated costs for the Watershed Sanitary Survey Updates of the San Joaquin River and/or the Friant-Kern Canal, not including the contingency amounts shown in Attachments A, B and C are as follows:

A. San Joaquin River:		
1. Sanitary Survey Update	–	$122,354
2. Administration and Coordination	–	$15,000
		$137,354
B. Friant-Kern Canal:		
Sanitary Survey Update	–	$119,225

12. Current and future Participants understand and agree that the City of Fresno, while not a signatory under this MOU, will nonetheless receive the benefits of the MOU including the right to use reports generated by the consultants. Notwithstanding anything to the contrary, Participants will only be liable for their pro rata costs and expenses after deducting from the total due the pro rata costs and expenses of the City of Fresno. The Participants shall not be guarantors or sureties of the obligations of the City of Fresno.

13. This MOU constitutes the entire agreement of the parties hereto, and shall be binding upon their heirs, successors and assigns. Any modification of this MOU must be in writing, signed by each Participant.

IN WITNESS WHEREOF, this MOU has been executed by the parties as of the date shown below (execution authorized in counterparts).

BASS LAKE WATER COMPANY

By: _____

Dated: _____

CITY OF LINDSAY

By: _____

Dated: _____

MADERA COUNTY

By: _____

Dated: _____

LINDSAY-STRATHMORE IRRIGATION DISTRICT

By: _____

Dated: _____

FRESNO COUNTY WATERWORKS No. 18

By: _____

Dated: _____

STRATHMORE PUBLIC UTILITY DISTRICT

By: _____

Dated: _____

FRESNO COUNTY

By: _____

Dated: _____

TERRA BELLA IRRIGATION DISTRICT

By: _____

Dated: _____

KERN COUNTY WATER AGENCY

By: _____

Dated: _____

CITY OF ORANGE COVE

By: _____

Dated: _____

ATTACHMENT A

San Joaquin River Sanitary Survey Update
Participants and Estimated Costs

		ESTIMATE	CONTINGENCY	TOTAL
1.	Bass Lake Water Company	$5,880	$588	$6,468
2.	Madera County ∠1	$18,987	$1,899	$20,886
3.	Fresno County Waterworks No. 18	$6,954	$695	$7,649
4.	Fresno County	$8,072	$807	$8,879
5.	City of Fresno ∠2	$42,862	$4,286	$47,148
6.	City of Orange Cove	$11,393	$1,139	$12,532
7.	City of Lindsay	$10,486	$1,049	$11,535
8.	Lindsay-Strathmore Irrigation District	$6,860	$686	$7,546
9.	Strathmore Public Utility District	$7,358	$736	$8,094
10.	Terra Bella Irrigation District	$9,998	$1,000	$10,998
11.	Kern County Water Agency	$8,504	$850	$9,354

∠1 Representing Wishon Cove, Hidden Lake and Sumner Hill

∠2 Shown for reference only. As per Paragraph 12 of the MOU, cost will be paid separately from this agreement by the City of Fresno.

ATTACHMENT B

Kern Canal Sanitary Survey Update
Participants and Estimated Costs

	ESTIMATE	CONTINGENCY	TOTAL
1. City of Fresno [1]	$7,488	$749	$8,237
2. City of Orange Cove	$12,147	$1,215	$13,362
3. City of Lindsay	$17,640	$1,764	$19,404
4. Lindsay-Strathmore Irrigation District	$17,625	$1,763	$19,388
5. Strathmore Public Utility District	$18,119	$1,812	$19,931
6. Terra Bella Irrigation District	$19,977	$1,998	$21,975
7. Kern County Water Agency	$26,236	$2,624	$28,860

[1] Shown for reference only. As per Paragraph 12 of the MOU, cost will be paid separately from this agreement by the City of Fresno.

ATTACHMENT C

Total Participant Estimated Costs

	Without Contingencies			With Contingencies
	S.J. RIVER	F/K CANAL	TOTAL	TOTAL
1. Bass Lake Water Company	$5,880	---	$5,880	$6,468
2. Madera County [1]	$18,987	---	$18,987	$20,886
3. Fresno County Waterworks No. 18	$6,954	---	$6,954	$7,649
4. Fresno County	$8,072	---	$8,072	$8,879
5. City of Fresno [2]	$42,862	$7,488	$50,350	$55,385
6. City of Orange Cove	$11,393	$12,147	$23,540	$25,894
7. City of Lindsay	$10,486	$17,640	$28,126	$30,939
8. Lindsay-Strathmore Irrigation District	$6,860	$17,625	$24,485	$26,934
9. Strathmore Public Utility District	$7,358	$18,119	$25,477	$28,025
10. Terra Bella Irrigation District	$9,998	$19,977	$29,975	$32,973
11. Kern County Water Agency	$8,504	$26,236	$34,740	$38,214

[1] Representing Wishon Cove, Hidden Lake and Sumner Hill

[2] Shown for reference only. As per Paragraph 12 of the MOU, cost will be paid separately from this agreement by the City of Fresno.

STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA
DATE: February 13, 2018
AGENDA #: 10
STAFF: Michael Camarena, Director of City Services

AGENDA ITEM

TITLE	Contract City Engineer Assignment Agreement
ACTION	Request Approval
PURPOSE	Statutory/Contractual Requirement Discretionary Action
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.

RECOMMENDATION

Recommend approval of Contract City Engineer Assignment Agreement

BACKGROUND | ANALYSIS

The current contract city engineering firm of Winton and Associates has been acquired by QK, Inc. of Visalia. Staff has been working with City Attorney Mario Zamora and staff of Winton and Associates and QK, Inc. to develop the appropriate assignment agreement of our current city engineering contract.

The current agreement allows this assignment to be presented to Council for consideration. This assignment agreement has a maximum duration of 6 months.

If approved by Council, QK, Inc. will be assigning appropriately licensed engineering and surveying staff to assume the role of contract City Engineer. During the period of this assignment, the fee structure identified in the existing contract will be honored by QK, Inc.

Staff will pursue releasing a new proposal for contract city engineering services as well.

ALTERNATIVES

- Approval of Contract City Engineer Assignment Agreement
- Do not approve Contract City Engineer Assignment Agreement and provide direction to staff

ATTACHMENTS

- Assignment Agreement

ASSIGNMENT AGREEMENT

This ASSIGNMENT AGREEMENT made this January 26, 2018, by and between the CITY OF LINDSAY, a municipal corporation, hereinafter referred to as Obligor, James Winton and Associates, hereinafter referred to as Assignor, and QK, hereinafter referred to as Assignee, in consideration of the mutual covenants herein contained and other good and valuable consideration, the sufficiency of which is hereby acknowledged, witnesseth:

WHEREAS, Assignor entered into a Contract with Obligor, included as **Exhibit 1** to this Agreement (herein after referred to as "Contract");

WHEREAS, the Assignor's firm is being bought out and merged with Assignee; and

WHEREAS, the Contract requires written consent for any party to assign, sublet, or transfer any rights or interest in the Contract.

NOW THEREFORE, the Obligor, Assignor, and Assignee agree as follows:

1. The Assignor shall assign all of its right, title, and interest, and delegate all its obligations, responsibilities, and duties, in and to the Contract to Assignee.

2. Assignee hereby accepts the assignment of all of the Assignors obligations, responsibilities, and duties under the Contract and all of Assignors rights, title, and interest in and to the contract.

3. Notwithstanding the foregoing, Assignor agrees to defend and indemnify the Obligor from any and all claims, actions, judgments, liabilities, proceedings, and costs, including reasonable attorney's fees and other costs of defense and damages, resulting from Assignors performance prior to the assignment of the contract.

4. Assignee agrees to indemnify Obligor from any and all claims, actions, judgments, liabilities, proceedings, and costs, including reasonable attorney's fees and other costs of defense and damages, resulting from Assignees performance after the assignment of the Contract.

5. Obligor in providing its consent to this assignment does not release Assignor from any claims or remedies it may have against Assignor under the Contract for performance of work prior to assignment.

6. This Agreement shall be automatically terminated six (6) months from the date of execution stated above.

7. This Agreement is governed by the laws of the State of California, without regard to California's conflict or choice of law provisions, and all parties expressly consent to jurisdiction in such courts.

IN WITNESS WHEREOF, the parties set their hands and seals as of the date first above written.

Pam Kimball, Mayor
CITY OF LINDSAY,
A Municipal Corporation

James Winton & Associates
Mark B. Winton
Successor Co-Trustee for the 1997
Winton Family Trust

QK

Ann KE
Kimberly ~~Winton~~ Ellis
Successor Co-Trustee for the 1997
Winton Family Trust

Jeffrey S. Cowart, PE
Vice President
#41964

STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA
DATE: February 13, 2018
AGENDA #: 11
STAFF: Michael Camarena, Director of City Services

AGENDA ITEM

TITLE	Request for Qualifications for Professional Civil Engineering Services
ACTION	Authorization to Release Request for Qualifications for Professional Civil Engineering Services
PURPOSE	Statutory/Contractual Requirement Council Vision/Priority Discretionary Action Plan Implementation
COUNCIL OBJECTIVE(S)	Live in a safe, clean, comfortable and healthy environment. Yield a fiscally self-reliant city government while providing effective, basic municipal services.

RECOMMENDATION

Council to authorize staff to release Request for Qualifications for Professional Civil Engineering Services to local and interested engineering firms

BACKGROUND | ANALYSIS

Winton and Associates of Porterville has filled the duties of the City Engineer since 2013. With the passing of Mr. Winton and the acquisition of Winton and Associates by QK, Inc. of Visalia, the need to release a new Request for Qualifications (RFQ) for Professional Civil Engineering Services has risen.

Staff has presented a proposed assignment agreement for the continuation of city engineer services with QK, Inc. If approved by Council, this agreement has a duration of 6 months.

The RFQ outlines the process of submittal, evaluation of the submittals and selection process. It is hopeful that this selection process will target May 2018 with a recommendation of award to Council.

The RFQ identifies an initial duration of two-year agreement with the opportunity of two, two-year extensions (based on satisfactory performance and with review and recommendation by City Manager and City Services Director).

ALTERNATIVES

- None presented at this time.

BENEFIT TO OR IMPACT ON CITY RESOURCES

Assignment of Contract City Engineer responsibilities.

ENVIRONMENTAL REVIEW

None at this time.

POLICY ISSUES

Assignment of Contract City Engineer responsibilities.

PUBLIC OUTREACH

POSTED IN THIS AGENDA

ATTACHMENTS

- Request for Qualifications for Professional Civil Engineering Services

CITY OF LINDSAY

Request for Qualifications
for
Professional Civil Engineering Services

FEBRUARY 2018

Introduction
The City of Lindsay has a need to retain a Civil Engineering Consultant to fulfill the title as City Engineer. The City Services and Planning and Economic Development Departments are therefore issuing a Request for Qualifications (RFQ) for qualified consultants to provide these departments with professional Civil Engineering services.

The City Services and Planning and Economic Development Departments intend to enter into a Professional Services Contract with a Civil Engineering consultant to provide professional services for a variety of projects on an "as-needed" basis. The selected firm will be asked to provide professional engineering services on a project-by-project basis. Most projects will be based on an agreed-upon specific scope of services and fees.

Background
The City of Lindsay measures approximately 3 square miles and contains over 37 miles of public streets, approximately 46 miles of domestic water pipe, approximately 41 miles of sanitary sewer mains, 6 miles of storm sewer, 3 domestic wells, 1,800 gpm water treatment facility, 2.24 mgd wastewater treatment facility and 4 public parks.

Scope of Services
As stipulated in above, it is the intent of the City to use the selected consultant on an "as-needed" basis. The specific scope of work and fee schedule for each work product may be individually agreed upon or work on a time and materials basis. The selected consultant shall have demonstrated experience in design work and the preparation of plans, specifications, cost estimates, and contract documents for the following types of work:

- Pump Station/Force Main Evaluation and Design
- Wastewater Facilities Evaluation and Design
- Storm Water and Erosion Control Design
- Water System Improvements and Design
- Street Improvement/Repair Design
- Caltrans Design Standards and Permitting Processes
- The creation and abandonment of city streets
- Land divisions and related experience with property development, including a thorough understanding if the Subdivision Map Act
- Surveying: property, topographic and construction
- The creation of maps and legal descriptions
- Grant or funding applications (water, sewer, transportation related applications) assistance

Additional experience in the following types of work is highly desirable:

- Building/Facility Design
- ADA Compliance
- Hazardous Material Mitigation
- Construction Administration/Inspection
- Environmental Compliance
- City of Lindsay Development Standards

Submittals
Three (3) copies of the Statement of Qualifications must be received by 3:00 p.m. on April 5, 2018. Late submittals will not be accepted. Submittals will be limited to 10 pages.

Submit Statement of Qualifications to:

City of Lindsay
City Services Department
P. O. Box 369
Lindsay, California 93247

For questions or additional information, please contact:

Michael Camarena
Director of City Services
Phone: (559) 562-7102, ext. 4
E-mail: engineering@lindsay.ca.us

Submittal Contents
Submittals shall contain the following information:

Cover Letter (including a completed "Cover Sheet" – Attachment A to this RFQ).

Firm's Capabilities: This relates to the firm's capabilities to provide Civil Engineering services for various types of projects within the City of Lindsay. This section should demonstrate the firm's capabilities for the variety of anticipated work as described in the Scope of Services section.

Firm Organization: This relates to the key personnel that will be assigned to Lindsay's projects. The "Principal in Charge" should be identified as a one person contact for all on-going projects. The "Principal in Charge" shall remain the point of contact for the duration of the contract. If the firm has an office in Tulare County, as well as an office outside of the County, the staffing of the Tulare County office must be clearly indicated separately from the firm's total staffing.

Rate Sheet: This identifies the rates for various positions proposed to work on City of Lindsay projects. It is expected that the rates will remain in effect for the duration of the contract. In no case shall rates be changed unless agreed to in writing by the City of Lindsay. The rate sheet shall also include the standard mark-up rates for the use of sub consultants and allowable reimbursable.

A list, including a minimum of three references that the City can contact to evaluate the firm's past work experience (Attachment B of this RFQ includes a format for reference contact information that can be utilized to fulfill this requirement).

Selection Criteria

Each submittal shall be judged as to the consultant's capabilities and experience to perform general civil engineering services. Selection will be based on a 100-point criterion as follows:

(25) Capabilities, Experience and Past Performance: Each firm will be evaluated on its demonstrated capabilities and experience to provide general civil engineering services to the City. Past performance on similar types of work will be reviewed and judged on quality of work, adherence to schedule, availability and compliance to local codes and regulations.

(10) Key Personnel: Each firm will be evaluated on the experience and/or education of the key personnel that will be assigned to the City's projects.

(20) Ability to Accomplish Work: Each firm will be evaluated on its ability to provide general civil engineering services in a timely manner. Items to be considered include number of qualified staff (emphasis on local staffing), support staff, available equipment and facilities. Registration as a professional civil engineer/land surveyor is a requirement in the ability to accomplish the work.

(25) Local Experience: Each firm will be evaluated on its familiarity with the City of Lindsay's codes, regulations, procedures and infrastructure requirements.

(15) Firm's Location: Each firm will be evaluated on the location of its office, location of the "principal in charge" and other key staff.

(5) Other: Each firm will be evaluated on any supportive information that demonstrates their capabilities to best suit the needs of the City of Lindsay.

An evaluation committee will review and rank the submittals based on the above criteria. The top-rated firms will be short listed and invited to an interview. Based on the submittals and interviews, a consultant will be recommended to the City Council for a Professional Engineering Services Contract. Upon the Council's approval, the contract will be awarded. Should the City and the selected Consultant be unable to agree on contract terms, the award of the contract will be offered to the second ranking firm, and so forth as necessary. The second and third ranking consultants may also be called upon to provide general engineering services in event that the primary "as-needed" consultant does not have the experience, time, or resources to provide the needed services.

The City recognizes that the “as-needed” consultant will not have experience or capacity to provide professional services in all disciplines which may be required for a specific project and may desire to supplement their capabilities by teaming with sub consultants. It is important to describe these partnerships however the selection of the as-needed civil engineering consultant will be based on the submitting firm’s capabilities as described in the preceding selection criteria.

Contract Duration

The consultant selected will serve as the City Engineer for a period of two years from the date of the signing of the professional services contract. The City may also elect to renew the contract for up to two (2) extensions of two (2) years each.

Sample Engineering Services Agreement

Included as Attachment C for reference.

Attachment A
COVER SHEET
City of Lindsay
RFQ for Professional Civil Engineering Services

Name of Firm: _____

Mailing Address: _____

_____

Contact Person: _____

Telephone: _____ Fax: _____

Firm is a:	Joint Venture	( )
	California Corporation	( )
	Partnership	( )
	Sole Proprietorship	( )
	Other	( )

Firm's Federal Tax ID Number: _____

Firm's or Individual's Professional Engineering Registration Number: _____

Firm's or Individual's Professional Surveyors Registration Number (if necessary): _____

_____ _____
Signature of Authorized Representative Date

_____ _____
Typed Name of Authorized Representative Date

_____ _____
Signature of Authorized Representative Date

_____ _____
Typed Name of Authorized Representative Date

Attachment B
REFERENCES

Provide at least three references with contact information:

Reference 1: _____

Representing: _____

Project Title: _____

Telephone: _____

E mail: _____

Description: _____

_____

_____

Reference 1: _____

Representing: _____

Project Title: _____

Telephone: _____

E mail: _____

Description: _____

_____

_____

Reference 1: _____

Representing: _____

Project Title: _____

Telephone: _____

E mail: _____

Description: _____

_____

_____

Attachment C
Engineering Services Agreement
ENGINEERING SERVICES AGREEMENT

THIS AGREEMENT, made and entered into as of the ____ day of _____, 2018, by and between the CITY OF LINDSAY, a municipal corporation, hereinafter referred to as CITY, and _____, hereinafter referred to as ENGINEER, and based upon the exchange of mutual promises hereinafter contained, the parties agree as follows:

1. The CITY hereby hires _____ as its City Engineer, to serve as such at the pleasure of the City Manager of the City of Lindsay. The compensation to be paid to _____ for services as City Engineer shall be included in and made a part of the compensation arrangement herein provided for as it relates to other engineering services to be performed for and on behalf of the CITY.

2. The CITY hereby hires _____, to do and perform engineering services for and on behalf of the CITY, together with such engineering services as may be required of the City Engineer for the City of Lindsay.

3. This Agreement may be terminated by either party upon thirty (30) days written notice to the other. The term of this Agreement shall begin on _____, 2018, and extend through _____, 2020. Contract extensions may be granted as specified in Section 18 of this agreement.

4. The CITY shall pay ENGINEER for their services the hourly rates and reasonable out of pocket expenses as described in the schedule provided as Attachment “A” to this Agreement and incorporated herein by reference. All such costs and expenses to be reimbursed by CITY shall be billed monthly and paid by CITY in due course after receipt of billing. The specific scope of work and fee schedule for each work product may be individually agreed upon or work on a time and materials basis.

5. The services to be provided by the ENGINEER for the CITY shall include all the usual and customary city engineer services rendered at the request of the CITY, to include but not be limited to the following: day to day engineering services related to surveying, project design, construction surveys, review and approval of plans submitted to the City requiring the City Engineer's signature, and recommendations and approvals of projects submitted by members of the general public.

6. By specifying the areas of representation in the immediately preceding paragraph, it is not the intention of the parties to preclude the CITY from hiring or engaging other engineers to act on its behalf in any area of concern to CITY.

7. The ENGINEER will provide all reasonable and necessary facilities, equipment, books, supplies, secretarial services, insurance policies and other property or services necessary to carry out and provide the required services pursuant to this Agreement.

8. It is understood that this Agreement provides for the services by the ENGINEER as the City Engineer for the City of Lindsay on a contractual basis and not upon an employer/employee basis.

9. From time to time, the individual named in this Agreement as the City Engineer may designate other engineers within the company to act in his place or stead in matters relating to affairs of the CITY.

10. It is understood that in the interest of the City of Lindsay, ENGINEER shall maintain all necessary licenses and certifications in order continue to provide the requested services.

11. The ENGINEER shall not perform work for private clients within the City of Lindsay's city limits and will not perform work for clients that, in the future, could create conflicts of interest between the CITY and such clients. Any projects within the city limits currently being performed by ENGINEER that were started prior to the date of this agreement shall be identified and disclosed by ENGINEER prior to execution of this Agreement. All such projects shall be completed by ENGINEER as soon as practical. In no event shall ENGINEER perform services on behalf of the CITY on, or related to, any such projects.

12. The standard of care for all engineering and related services performed or furnished by ENGINEER under this Agreement shall be the care and skill ordinarily used by members of ENGINEERS' profession practicing as City Engineers under similar circumstances.

13. ENGINEER shall be responsible for the technical accuracy of their services and documents resulting there from, and CITY shall not be responsible for discovering deficiencies therein. ENGINEER shall correct such deficiencies without additional compensation except to the extent such action is directly attributable to deficiencies in CITY furnished information.

14. All documents, records and specifications prepared by ENGINEER for the CITY shall be property of the CITY.

15. ENGINEER shall maintain the following insurance:

<u>Workers' Compensation</u>	<u>As required by law</u>
Employer's Liability	$1,000,000 per occurrence
General Liability	$1,000.000 per occurrence $2,000,000 aggregate
Excess/Umbrella	$1,000.000 per occurrence $1,000,000 aggregate

Automobile	$1.000.000 each accident (bodily injury) $1,000,000 per accident (property)

16. Neither CITY nor ENGINEER may assign, sublet, or transfer any rights under or interest (including, but not without limitation, moneys that are due or may become due) in this Agreement without the written consent of the other, except to the extent that any assignment, subletting, or transfer is mandated or restricted by law. Unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under this Agreement.

17. To the fullest extent permitted by law, ENGINEER shall indemnify and hold harmless CITY, CITY'S officers, agents, and employees from and against any and all costs, losses, and damages (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals, and all court or arbitration or other dispute resolution costs) caused solely by the negligent acts or omissions of ENGINEER or ENGINEERS' officers, directors, partners, employees, agents, and ENGINEERS' consultants in the performance and furnishing of ENGINEERS' services under this Agreement. To the fullest extent permitted by law, CITY shall indemnify and hold harmless ENGINEER, ENGINEERS' officers, directors, partners, agents, and employees from and against any and all costs, losses, and damages (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals, and all court or arbitration or other dispute resolution costs) caused solely by the negligent acts or omissions of CITY or CITY'S officers, agents, and employees with respect to this Agreement.

18. The City Manager and Director of City Services shall meet annually with the City Engineer to review the performance of the services provided under this Agreement. Upon satisfactory evaluation, the CITY and ENGINEER may extend this agreement for an additional two year contract, up to a four year maximum extension if said conditions are satisfactory to both parties.

This Agreement is entered into as of the date first mentioned above.

CITY OF LINDSAY
A Municipal Corporation

Attest:

City Manager

_____

City Clerk

_____

(Company)

By :_____

STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA
DATE: February 13, 2018
AGENDA #: 12
STAFF: Bret Harmon, Director of Finance

AGENDA ITEM

TITLE	Resolution 18-07 Authorizing City Manager to execute contract with Joyeria El Dorado to operate as an authorized utility payment location.
ACTION	Approval of Resolution 18-07
PURPOSE	Statutory/Contractual Requirement Council Vision/Priority 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. Dedicate resources to retain a friendly, small-town atmosphere. Stimulate, attract and retain local businesses. Advance economic diversity. Yield a fiscally self-reliant city government while providing effective, basic municipal services.

RECOMMENDATION

Staff respectfully recommends approval of Resolution 18-07

BACKGROUND | ANALYSIS

The Finance Department holds regular hours of operation for the public to pay utility bills on Monday through Friday from 8:30AM to 4:00PM. These hours are currently 8:30AM to 4:00PM Monday through Friday, except on the 25th and the third Wednesday of each month when the office is open until 5:00PM.

Like other cities, the City of Lindsay wishes to offer authorized utility payment locations in addition to online or at-City-Hall payment options. In January 2018, the City issued an RFP seeking businesses experienced in operating authorized utility payment locations for other utilities like gas, electric and refuse.

The City received only one qualified response. Joyeria El Dorado is the only qualified business to perform the service. Many city utility payers pay their other utility bills at Joyeria El Dorado. The City interviewed Joyeria El Dorado's owner, Javier Venegas and found him to be well-qualified, to have appropriate systems in place and to be already connected with the community.

Utility Payers will be able to pay City utility bills for extended hours and on weekends at Joyeria El Dorado.

ALTERNATIVES

- Modify Resolution 18-07 or contract terms.
- Decline Resolution 18-07

BENEFIT TO OR IMPACT ON CITY RESOURCES

The authorized utility payment location will operate at no cost to the City. Utility payers who choose to use this alternative pay location rather than paying online or in person at city hall will pay a convenience fee to Joyeria El Dorado of no more than $2 per payment per account. The City expects the authorized pay location will decrease the foot traffic in the City's finance department.

ATTACHMENTS

- Authorized Utility Payment Contract
- Resolution 18-07 Authorized Utility Payment Location

AGREEMENT

Between

Joyería El Dorado
214 N. HWY 65
Lindsay, CA 93247

And

CITY OF LINDSAY

For

AUTHORIZED PAYMENT LOCATION

Effective February 15, 2018

AGREEMENT FOR AUTHORIZED PAYMENT LOCATION

Joyería El Dorado, ("Contractor") agrees to accept and process City of Lindsay ("City") customers' utility bill payments ("Customer Payments") in the form of cash, cashier's checks, personal checks, money orders and traveler's checks, and to deposit receipts into the City's Bank Account assigned to these transactions in accordance with the procedures prescribed by this agreement. City expressly reserves the right to contract with others for any of the products or services it may require, including, but not limited to, the services to be provided by Contractor under this Agreement for Authorized Payment Location ("Agreement".) Contractor's Federal Identification Number is _____.

The parties, intending to be legally bound, mutually agree as follows:

1. TERM OF AGREEMENT

This agreement shall become effective on February 15, 2018 and, unless terminated as provided herein, shall remain in full force and effect until February 14, 2023.

2. SCOPE OF AGREEMENT

A. Subject to the terms and conditions of this Agreement, Contractor shall perform services including, but not limited to, the following:

I. Accept Customer Payments that are made by City's customers and give accurate receipts for them;

II. Follow guidelines as outlined in the *Utility Payment Pay Station Procedures* as attached and incorporated herein as Exhibit A;

III. Deposit Customer Payments in the City's bank account assigned to these transactions as outlined in Exhibit A;

IV. Resolve any Customer Payment, billing and compensation discrepancies with City's Representative.

B. Contractor may only accept Customer Payments at 214 N. HWY 65, Lindsay, CA 93247 ("Authorized Payment Location" or "APLs"), thus, Contractor may not accept Customer Payments at any other location or from any other third-party vendor, business, or institution that has collected payments from City's customers. To request a change in the APL the Contractor shall submit a written request to the City 30 days prior to the effective date of the proposed change. The City shall consider any requests to change the APL and at its sole discretion issue a written approval or denial of such request.

C. Contractor shall hold Customer Payments in trust for the benefit of City until such Customer Payments are deposited in the City's bank account, and Contractor shall bear all risk of loss as set forth in the Section entitled "RISK OF LOSS".

D. Contractor shall have access to the City's utility payment processing program, which will allow Contractor to record receipt of payment to the appropriate accounts. Contractor shall record receipt of payments and apply the payment to the correct account at the time Contractor receives the payment.

E. Contractor shall provide to the City with evidence of each payment in the form of the payment stubs, or in any other form approved by the City.

F. Contractor shall deposit payments to the City's bank account. Contractor shall deliver all City copies of the utility bill along with the associated copy of deposit slip and deposit receipt to the Finance Department by 2:00 p.m., on the next business day following the day of receipt.

G. Contractor hereby agrees and consents to City periodic review of Contractor's credit status through credit reporting agencies.

H. Contractor shall assume complete responsibility for the safe, orderly and efficient performance of all aspects of the organization, management, supervision and operation of each Authorized Payment Location.

3. HOURS OF OPERATION

At a minimum the Authorized Payment Location(s) shall be open for acceptance and receipt of Customer Payments from 9:30AM to 7:30PM on Monday through Saturday of every week except New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Friday after Thanksgiving Day and Christmas Day.

4. INVOICES AND PAYMENTS

A. Contractor shall have the right to charge a convenience fee of no more than $2.00 to the customer per transaction without City approval. The convenience fee charge shall be the sole compensation to Contractor. Contractor will pay processing costs associated with accepting and processing payments.

B. Contractor agrees to provide immediate assistance in reconciling any and all differences between the amounts delivered to the City and the evidence of customer payment provided by the Contractor.

C. Upon discovery of any Shortage (as defined below) or theft, Contractor shall immediately pay to the City the actual amount of the Shortage or theft, in accordance with the subsection of the Section entitled "SCOPE OF AGREEMENT," provided, that if such Shortage or theft is not paid, City may deduct the actual amount of the Shortage or theft from Contractor's Compensation Commission.

I. Notwithstanding the above, City may invoice Contractor and the Contractor shall pay for the amount of the Shortage or theft, if any.

5. CONTRACTOR'S FAILURE TO FORWARD COLLECTED CUSTOMER PAYMENTS

If Customer Payments collected by Contractor are not deposited in the City's bank account, for whatever reason, as specified in the Section entitled "SCOPE OF AGREEMENT," then Contractor shall be assessed a late payment charge of the lesser of 1.5% (one and one-half percent) per month compounded daily or the maximum amount of interest chargeable by law. Contractor shall defend, protect and indemnify City from and against any loss caused by Contractor's failure to deposit Customer Payments as described herein in accordance with the Section entitled "INDEMNIFICATION."

6. RISK OF LOSS

A. Contractor shall assume and bear all risks of loss, including, but not limited to, Shortage (as defined below), theft, conversion, and embezzlement, and damage (individually and collectively referred to as "Loss") to Customer Payments collected or held by Contractor pursuant to this Agreement until such Customer Payment are received by City. Contractor and its insurers, if any, hereby release City from any responsibility or liability for any such Loss. For the purposes of this section, City shall be deemed to have received such Customer Payments when it is deposited in the City's bank account as stated in the Section entitled "SCOPE OF AGREEMENT." Contractor shall promptly report any Loss to the City.

B. Contractor shall always take whatever action is necessary to protect the security of the Customer Payments, Billing Media, and Records of Transactions collected, held, or destroyed. As such, Contractor shall bear all Losses due to Loss or misuse of such Customer Payments, Billing media, or Records of Transactions collected, held or destroyed by Contractor.

C. Contractor shall take appropriate precautions to ensure that the Customer Payments do not include counterfeit currency and shall bear all Loss resulting from Contractor's acceptance of counterfeit currency.

7. INDEMNIFICATION

Contractor shall defend with counsel selected by the City, indemnify and hold harmless as "Indemnities" City and its Affiliates (as defined below) and council members, directors, shareholders, officers, agents, and employees of City and its Affiliates, and each of them, from and against any and all fines, penalties, Losses, costs, damages, claims, expenses or liabilities (hereinafter individually and collectively "liabilities") including, but not limited to, liabilities arising as a result of a fraudulent or dishonest act by any person, negligence, or failure to perform the duties of this Agreement, injury to or death of any person, or damage to or loss or destruction of any property, including, but not limited to, liabilities arising from acceptance of Customer Payments, harm to or loss of Equipment or arising out of, or resulting from or in connection with, this Agreement or the performance of this Agreement by Contractor or a contractor or an agent of Contractor or an employee of anyone of them, except to the extent that such liabilities arise from the negligence or willful misconduct of City, or employees of City.

8. INSURANCE

With respect to performance hereunder, and in addition to Contractor's obligation to indemnify, Contractor shall maintain always during the term of this Agreement and at its sole cost and expense, the following minimum insurance overages and limits and any additional insurance and/or bonds required by law.

A. Workers' Compensation insurance with benefits afforded under the laws of the state in which the Services are to be performed and Employers Liability insurance with minimum limits of $100,000 for Bodily Injury-each accident, $500,000 for Bodily Injury by disease- each employee. Workers' Compensation Insurance shall include a waiver of subrogation endorsement against City.

B. Commercial General Liability insurance with minimum limits of: $1,000,000 General Aggregate limit; $1,000,000 each occurrence sub-limit for all bodily injury or property damage incurred in any one occurrence; $1,000,000 each occurrence sub-limit for Personal Injury and Advertising. The City of Lindsay shall be listed as an Additional Insured on the Commercial General Liability policy.

C. If use of a motor vehicle is required, Automobile Liability insurance with minimum limits of
$1,000,000 combines single limits per occurrence for bodily injury and property damage, which coverage shall extend to all owned, hired and non-owned vehicles.

D. Combination Crime Coverage - Plan 2 (Blanket Crime Policy): with limits of not less than the maximum amount of City's money on Contractor's premise(s) at any one time (as agreed to in writing by the parties' Authorized Representatives). The policy shall be endorsed to extend to cover loss of City's money or securities and name City as loss payee as respects loss of City's money or securities.

Contractor will provide to City a signed copy of an Additional Insured and Loss Payee Endorsements and Certificates of Insurance executed by the Contractor's insurance agent, broker, or insurance company evidencing the required coverage, limits, and provisions. Upon request, Contractor will provide copies of actual policies. Contractor authorizes City to contact Contractor's insurer or insurance agent or broker directly to verify submitted insurance information. A certificate of insurance stating the types of insurance and policy limits provided the Contractor must be received by City prior to commencement of any City by Contractor under this Agreement.

The cancellation clause on the certificate of insurance will be amended to read as follows: "THE ISSUING COMPANY WILL MAIL 30-DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER PRIOR TO CANCELLATION OR A MATERIAL CHANGE TO POLICY DESCRIBED ABOVE."

The insurance specified above shall provide that such insurance is primary coverage with respect to all insured.

9. TERMINATION AND CANCELLATION

A. Termination of Agreement

I. Contractor may terminate this Agreement upon giving sixty (60) days prior written notice thereof to City setting forth the effective date of such termination, or both parties may mutually agree in writing that contractor may terminate with less than sixty (60) days' notice; provided however, that the termination of this Agreement shall not *affect* the obligations of either party to the other party pursuant to any right or cause of action which may have accrued or which may have been accruing prior to such termination.

II. City may terminate this Agreement, at City's discretion, upon giving sixty (60) days prior written notice thereof to Contractor setting forth the effective date of such termination, or both parties may agree in writing that City may terminate with less than sixty (60) days' notice; provided, however, that the termination of this Agreement shall not affect the obligations of either party to the other party pursuant to any right or cause of action which may have accrued or which may have been accruing prior to such termination.

B. Cancellation for Default With Notice/Suspension of Equipment, If either party is in default of its obligations under this Agreement and such default continues for three (3) days after written notice thereof by the party not in default, or if two (2) or more such defaults occur within any sixty (60) day period, such non-defaulting party may, in addition to all other rights and remedies provided by law *or* this Agreement, cancel this Agreement. Alternatively, where one party makes clear its intention to and does thereafter default, then the non-defaulting party shall have the option to immediately cancel this Agreement upon being made aware of the other party's intentional default.

C. Consequences of Termination and Cancellation

I. If City terminates *or* cancels this Agreement pursuant to any provision of this Agreement, Contractor shall waive all claims against City for termination charges, profits, losses or damages resulting from such termination *or* cancellation.

(a) Upon termination, cancellation, or other expiration of this Agreement, Contractor shall immediately stop accepting Customer Payments, and

(b) shall promptly return to City all Information and any other material or properties furnished to Contractor by the City.

D. Default Under the Bankruptcy Code of the United States *or* Insolvency

For the purposes of this Section, the word "debtor" in the applicable Laws and Regulations shall mean Contractor. Contractor shall also be in default of its obligations hereunder and, City may immediately cancel this Agreement, if;

I. Contractor files *for* protection under the Bankruptcy Code of the United States or any similar provision under other applicable Laws and Regulations; or

II. Contractor has a receiver, trustee, custodian or other similar official appointed for all or substantially all its business or assets; or

III. Contractor makes an assignment for the benefit of its creditors.

10. RECORDS AND AUDITS

Contractor shall maintain accurate records of all Customer Payments and of all amounts deposited to the City's bank account hereunder in accordance with matters which relate to Contractor's obligations hereunder in accordance with generally accepted accounting principles and practices uniformly and consistently applied in a format that will permit auditing. Contractor shall retain such records for a period of 3 years. To the extent that such records may be relevant in determining whether Contractor is complying with its obligations hereunder, City and its Authorized Representatives shall have access to such records for inspection and audit at all reasonable times during normal business hours.

11. NOTICES

Except as otherwise provided herein, all notices or other communications hereunder shall be in writing and shall be deemed to have been duly given when delivered in person or three (3) days after deposited in the United States mail, first class postage prepaid and addressed as follows:

To Contractor	**To City**
Joyería El Dorado	City of Lindsay
214 N. HWY 65	251 E. Honolulu St.
Lindsay, CA 93247	Lindsay, CA 93247
Attention: Javier Venegas	Attention: City Clerk

The address to which notices or communications may be given to either party hereto may be changed by written notice given by such party to the other pursuant to this section.

12. SIGNS AND PUBLICITY

a. City shall provide to Contractor and Contractor shall post in a conspicuous place signs stating that Contractor is authorized to accept Customer Payments.

b. In the event Contractor wishes to use additional signs, City shall have the right to approve or reject the appearance, placement, and working of signs on Contractor's premises.

c. Upon termination, cancellation, or expiration of this Agreement, City shall be permitted to place a sign in a prominent location on Contractor's premises that states, among other things, that Contractor is no longer an Authorized Payment Location and the sign shall remain in that location for a period of ninety (90) days from the date of termination, cancellation or expiration of this Agreement.

d. Without prior written approval of City, Contractor shall not publish any advertising, sales promotion essays, articles or other publicity matter relating to the services performed by Contractor in which City is mentioned, or in which language, signs, markings or symbols are used from which a connection to City's judgment, may be reasonably inferred.

13. INDEPENDENT CONTRACTOR

Contractor is an independent contractor and is not an agent or employee of the City.

14. NON-ASSIGNMENT

Except as otherwise provided by law, neither party shall assign its rights or delegate its duties under this Agreement without the prior written consent of the other party. Provided, however, City has the right to assign its rights, duties, and obligations under this Agreement to any present or future affiliate, subsidiary, or parent corporation without securing the consent of Contractor, and may grant to any such assignee the same rights and privileges each enjoys hereunder.

15. SUCCESSORS AND ASSIGNS

This Agreement shall inure to the benefit of and be binding upon respective successors and assigns, if any, of Contractor.

16. INFORMATION

No information (as defined below) obtained by Contractor from City or City's customers under this Agreement shall become Contractor's property. Contractor shall keep all such Information confidential, shall use it only in performing their duties contained within this Agreement. Contractor shall return all Information to City promptly upon termination, cancellation or expiration of this Agreement. City shall have the right to review and approve the procedures for handling such Information and may make such inspections, as it deems necessary to assure that such Information is being properly protected.

17. TITLE

Any and all Information and Equipment, and any other tangible or intangible material or data furnished to Contractor in the performance of services hereunder, is and shall remain at all times the property of City.

18. TAXES

The rate of compensation per Single Transaction paid by City to Contractor includes all taxes of whatever nature levied or assessed on account of this Agreement.

19. AMENDMENTS

Neither this Agreement nor any provision thereof, unless specifically allowed herein, can be waived or modified by either party, unless such waiver or modification is in writing and signed by an Authorized Representative of each party.

20. SURVIVAL

The terms, conditions, and indemnifications contained in Section 7 of shall survive the completion of performance, cancellation, or termination of this Agreement.

21. COMPLIANCE WITH LAWS

Contractor shall comply with all Laws and Regulations applicable to this Agreement. In the event of a conflict between this Agreement and such Laws and Regulations, the more restrictive shall prevail except where such Laws and Regulations prohibit more restrictive language.

22. DEFINITIONS

For the purpose of this Agreement, the following terms and all other terms defined in this Agreement shall have the meaning so defined unless the context clearly indicates otherwise. A term defined in the singular shall include the plural and vice versa when the context so indicates.

"Billing Media" means any portion of city's customer's bill that displays the customer's account number, address and amount due.

"Cancellation" means the occurrence by which either party puts an end to this Agreement for breach by the other and its effect is the same as that of "Termination," except that the canceling party also retains any remedy for breach of the whole Agreement or any unperformed balance.

"Customer Payment" means cash, personal checks, money orders, and traveler's checks paid by City's customers.

"Information" means all records and data of any nature regarding City's customers and accounts, whether in the form of Billing Media or other records or data concerning individual customers or account, statistical or demographic records or data, computer programs derived from such records or data, or any other form.

"Laws and Regulations" "means all applicable federal laws, regulations and orders (including, but not limited to, the Americans with Disabilities Act), state and local laws, ordinances, codes, rules, regulations and orders and requirements of all duly constituted governmental, judicial or administrative authorities, as they may be subsequently amended from time to time, and including, but not limited to, the procurement of permits, certificates, and licenses when needed.

"Record of Transactions" means a listing of all Customer Payments received by Contractor for a particular period of time and which shall include all Billing Media presented to Contractor by City's Customers.

"Shortages" means any decreased difference during a particular period of time between the dollar amount of the Customer Payments and (1) the dollar amount of Customer Payment Media supplied to City and (2) the actual amount of Customer Payments deposited to the City's bank account by the Contractor for any reason, including, but not limited to, a lost check, depositing incorrect amounts, or failure to remit Customer Payments to City.

"Termination" means the occurrence by which either party, pursuant to the provisions or powers of this Agreement or Laws and Regulations, puts an end to this Agreement otherwise than for breach. On "Termination," all obligations, which are still executors on both sides, are discharged but any right based on prior breach or performance survives.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective duly authorized representatives.

Javier Venegas
(Date)
Owner
Joyería El Dorado

William "Bill" Zigler (Date)
City Manager
City of Lindsay, CA

Witness:

City Clerk (Date)

Exhibit A

UTILITY PAYMENT PAY STATIONS PROCEDURES

PURPOSE:

To establish guidelines for contracted Utility Payment Pay Station for the receipt of utility bill payments from utility customers of the City of Lindsay.

PROCEDURE:

A City utility customer must provide their City utility bill to Contractor when remitting payment at a Pay Station. The utility bill is separated by Contractor into two portions, (1) the payment stub which is retained by Contractor and remitted to the City, and (2) the balance of the Utility Bill which is returned to the utility customer as a receipt and proof of their payment.

City Utility Payment stubs shall be initialed and marked with what method was utilized to make payment. Either a ($) mark must be utilized for cash payments or the # sign with notation of the actual check number that was used to pay the bill (ck# xxxx) must be clearly marked on the top right-hand side of the payment stub.

The amount that was paid needs to be circled on the payment stub. If the amount is different than the amount billed, the amount actually paid needs to hand written-in and the amount original billed amount needs to be crossed out and initialed on both the payment stub and the receipt portion of the bill.

Both the payment stub and receipt portion of the bill must be date-stamped and some type of identifying mark must be utilized to distinguish the Pay Station. The City will provide one stamp per payment location. If additional stamps are needed by the Payment Vendor, the cost of ordering additional stamps will be Contractor's responsibility and must be ordered thru the City.

At closing each day, all utility payment stubs shall be totaled by way of a calculator tape, which shall be wrapped around the group of payment stubs receipted. The total of the payment stubs must equal the total amount of actual customer payments received. The group of payment stubs with calculator tape along with all customer payments shall be delivered to the Finance Department located in City Hall at 251 E Honolulu, Lindsay, CA 93247 by the next business day.

The City will provide Contractor with deposit slips for the City's bank account. Contractor will make daily deposits of all monies received on or since the prior business day (e.g. weekend or Holiday receipts) into the City's bank account. Contractor will bring the deposit slip receipt with the customer payment stubs when it brings the customer payment stubs to the City.

Pursuant to Contractor's Authorized Payment Location Agreement with the City, Contractor is responsible for any differences identified in the reconciliation at the sole determination of the City.

For each payment location, the City shall keep a log of the total number of payment stubs and the total value of the payment stubs received each day. Each log entry shall be signed by the City Employee who received and reconciled the payments.

Contractor may take all utility payments except in the case where a customer has received a shutoff notice.

Contractor should work with the City to create signage notifying customers that the facility accepts payments for City utility bills but not for those who have received shutoff notices. The signs should be in English and Spanish.

Exhibit B

COMPENSATION

Contractor may charge a convenience fee of no more than $2.00 per transaction to the customer. Contractor will need City approval to increase the fee. Customers who do not wish to pay a convenience fee may come to the City's Finance Department to make their payment.

CITY OF LINDSAY RESOLUTION NO. 18-07

A RESOLUTION OF THE CITY COUNCIL OF

THE CITY OF LINDSAY

AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH JOYERIA EL DORADO TO OPERATE AS AN AUTHORIZED UTILITY PAYMENT LOCATION

WHEREAS, the City wishes to provide optional, authorized locations in addition to city hall and online where utility users can pay their city utility bills; and

WHEREAS, the City issued a Request for Proposals (RFP) for Utility Payment Locations in January 2018 by posting the RFP to its website and delivering copies of the RFP to local businesses that function as authorized payment locations for other utilities; and

WHEREAS, Joyeria El Dorado was the sole respondent to the RFP; and

WHEREAS, Joyeria El Dorado is authorized, experienced utility payment location for major gas, electric and refuse utilities. Joyeria El Dorado meets the qualifications found in the RFP and has the appropriate systems in place to operate as an authorized utility payment location.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Lindsay that the City Manager is authorized to execute a five-year contract with Joyeria El Dorado to operate as an authorized utility payment location.

* * * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Lindsay held on February 13, 2018, by the following vote, to wit:

AYES: _____

NOES: _____

ABSENT: _____

DATED: February 13, 2018

ATTEST:

(s) _____
City Clerk

(s) _____
Mayor