



LINDSAY CITY COUNCIL MEETING: SPECIAL MEETING

251 E. Honolulu St., Lindsay, CA 93247
Tuesday, January 28, 2020 @ 6:00PM

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LINDSAY CITY COUNCIL MEETING: SPECIAL MEETING AGENDA

CALL TO ORDER:	6:00pm
ROLL CALL:	Council Members Sanchez, Flores, Watson, Mayor Pro Tem Cortes & Mayor Kimball
PLEDGE:	Councilmember Watson
INVOCATION:	To Be Announced

Item 0: 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. Speakers shall be limited to three minutes. Unless otherwise indicated by the Mayor, Public Comment period will end after 30 minutes. Blank speaker cards are on the back table. Give the completed speaker card to the Clerk before standing at the podium. Speakers should clearly state their name before they begin.

Item 1: Council Reports

City Council Members report on recent or upcoming events

Item 2: Staff Report

City Manager or designee reports on recent or upcoming events

Item 3: Consent Calendar

Routine items approved in one motion unless item is pulled for discussion
Pages 1-6

1. Minutes from January 14, 2020 City Council Meeting
2. Temporary Use Permit 20-01 Orange Bar Alley Closure for the Superbowl

Item 4: Public Safety Presentation

Presented by Officer Adriana Nave
Pages 7-16

Item 5: Public Hearing – Resolution 20-06 General Plan Amendment – Shropshire

Presented by Michael Camarena, Director of City Services & Planning
Pages 17-22

Item 6: Ordinance 581 Zoning Re-Designation

Presented by Michael Camarena, Director of City Services & Planning
Pages 23-136

Item 7: Requests for Future Agenda Items

Presented by Councilmembers

Item 8: Executive (Closed) Session

1. Conference with Legal Counsel according to Government Code Section 54957 (Personnel)

Materials related to an Agenda item submitted to the legislative body after distribution of the Agenda Packet are available for public inspection in the office of the City Clerk during normal business hours. Complete agenda is available at www.lindsay.ca.us. In compliance with the Americans with Disabilities Act & Ralph M. Brown Act, if you need special assistance to participate in this meeting, or to be able to access this agenda and documents in the agenda packet, please contact the office of the City Clerk at (559) 562-7102 x 8020. Notification 24 hours prior to the meeting will enable the City to ensure accessibility to this meeting and/or provision of an alternative format of the agenda and documents in the agenda packet.



LINDSAY CITY COUNCIL MEETING: SPECIAL MEETING

251 E. Honolulu St., Lindsay, CA 93247

Page 2

2. Conference with Legal Counsel according to Government Code Section 54957 (Personnel)
-

Item 9: Adjourn

The next regular Lindsay City Council meeting will be held in the City Council Chambers at 251 E. Honolulu Street in Lindsay, California beginning at 6:00PM on February 11, 2020.



SUCCESSOR AGENCY MEETING & LINDSAY CITY COUNCIL MEETING: REGULAR MEETING

251 E. Honolulu St., Lindsay, CA 93247
Tuesday, January 14, 2020 @ 6:00PM

SUCCESSOR AGENCY MEETING AGENDA

CALL TO ORDER: 5:55pm

ROLL CALL: Board Members Sanchez, Flores, Watson, Vice Chair Cortes & Chair Kimball
(Sanchez absent with notice; remainder were present)

Item 0: Public Comment

The public is invited to comment on any subject under the jurisdiction of the Lindsay Successor Agency, including agenda items, other than noticed public hearings. Speakers shall be limited to three minutes. Unless otherwise indicated by the Chair, Public Comment period will end after 30 minutes. Blank speaker cards are on the back table. Give the completed speaker card to the Clerk before standing at the podium. Speakers should clearly state their name before they begin.

- No public commented to the board

Item 1: Approve Meeting Minutes from January 8, 2019 Meeting Page SA 1

- No discussion

Motion:	To approve						
1 st	2 nd	Result	Kimball	Cortes	Watson	Flores	Sanchez
Watson	Flores	4-0 Approved	-	-	-	-	-

Item 2: Resolution SA20-01 Adopting the Recognized Obligation Payment Schedule for July 1, 2020 through June 30, 2020 Presented by Bret Harmon, Director of Finance Page SA 2-8

- Harmon presented the ROPS report.

Motion:	Approve resolution						
1 st	2 nd	Result	Kimball	Cortes	Watson	Flores	Sanchez
Cortes	Watson	4-0 approved	Yes	yes	Yes	yes	Absent

Item 3: Adjourn to City Council Meeting

- Adjourned



CITY COUNCIL MEETING AGENDA

CALL TO ORDER:	6:00pm
ROLL CALL:	Council Members Sanchez, Flores, Watson, Mayor Pro Tem Cortes & Mayor Kimball (Sanchez absent with notice; remainder were present)
PLEDGE:	Councilmember Watson
INVOCATION:	To Be Announced

Item 0: 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. Speakers shall be limited to three minutes. Unless otherwise indicated by the Mayor, Public Comment period will end after 30 minutes. Blank speaker cards are on the back table. Give the completed speaker card to the Clerk before standing at the podium. Speakers should clearly state their name before they begin.

- No public commented

Item 1: Council Reports

City Council Members report on recent or upcoming events

- Flores – Enjoyed the luncheon showing appreciation for staff
- Watson – nothing to report
- Cortes – Commented on the work City Services did in 2019. Shared her appreciation for their work. Census town hall tonight at the memorial hall running concurrently with city council meeting tonight. Expressed appreciation for all the groups that give the community ways to be involved. Send her condolences to the Hurtado family. Thanked the family for her service. Shared her appreciation for Mr. Harmon.
- Kimball – Expressed kind words for Mr. Harmon

Item 2: Staff Report

City Manager or designee reports on recent or upcoming events

- Harmon presented information about City Services, Wellness Center and Finance. The City will be closed on January 20 for MLK, Jr. Day.

Item 3: Consent Calendar

Routine items approved in one motion unless item is pulled for discussion

Pages 1-40

1. Minutes from December 10, 2019 City Council Meeting
2. Warrant List for December 3, 2019 through January 7, 2020
3. Treasurer's Report for December
4. Resolution 20-01 Salary Schedule Changes to comply with State Minimum Wage and Minimum Salary Law
5. Temporary Use Permit – Circus



SUCCESSOR AGENCY MEETING & LINDSAY CITY COUNCIL
MEETING: REGULAR MEETING

251 E. Honolulu St., Lindsay, CA 93247

- 6. DBP Notice
- 7. Resolution 20-02 Information access for use in Cannabis Business Employee background checks

- No discussion

Motion:	To Approve						
1 st	2 nd	Result	Kimball	Cortes	Watson	Flores	Sanchez
Cortes	Watson	4-0 approved	Yes	Yes	yes	Yes	-

Item 4: Resolution 20-03 Appointment of Interim City Clerk
Presented by Bret Harmon, Interim City Manager
Pages 41-43

- No discussion

Motion:	To approve the appointment						
1 st	2 nd	Result	Kimball	Cortes	Watson	Flores	Sanchez
Cortes	Flores	4-0 approved	Yes	Yes	Yes	Yes	-

Item 5: Resolution 20-04 Site Plan Review 19-17 for 310 W Tulare – Paint Shop
Presented by Michael Camarena, Director of City Services & Planning
Pages 44-51

- Camarena presented the staff report identifying the requirements for the site approval. The focus of the business will be automobile restoration. The owner has not determined if painting will happen there.
- Staff recommends an amended version of the publish resolution in section 10 and section 11 to address refuse disposal and section 14 to require an engineer licensed in California.
- Watson – asked questions about the fencing to enclose the property.
- Camarena – confirmed slating will need to be added to fencing.
- Kimball – asked about how to monitor long-term storage of vehicles.
- Camarena – confirmed it will be based on complaints.

Motion:	Approve resolution as amended						
1 st	2 nd	Result	Kimball	Cortes	Watson	Flores	Sanchez
Watson	Flores	4-0 approved	Yes	Yes	Yes	Yes	-

Item 6: Public Hearing – Resolution 20-05 General Plan Amendment – Shropshire
Presented by Michael Camarena, Director of City Services & Planning
Pages 52-53

- Kimball – opened public hearing and continued to the January 28th without hearing comments because the public noticing process was not complete.

Motion:	Continue item to January 28 th						
1 st	2 nd	Result	Kimball	Cortes	Watson	Flores	Sanchez



SUCCESSOR AGENCY MEETING & LINDSAY CITY COUNCIL
MEETING: REGULAR MEETING

251 E. Honolulu St., Lindsay, CA 93247

Cortes	Watson	4-0 approved	-	-	-	-	-
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Item 7: Resolution 19-55, Amended – SB2 Application
Presented by Bret Harmon, Interim City Manager
Pages 54-57

- Harmon – presented the staff report

Motion:	Approved resolution as amended						
1 st	2 nd	Result	Kimball	Cortes	Watson	Flores	Sanchez
Cortes	Watson	4-0 approved	Yes	Yes	Yes	Yes	-

Item 8: Requests for Future Agenda Items
Presented by Councilmembers

- Cortes – would like to see statistics for the code enforcement officer and public safety department.
- Harmon – staff can prepare and send the statistics to Council.

Item 9: Executive (Closed) Session
1. Conference with Legal Counsel according to Government Code Section 54957 (Personnel)
2. Conference with Legal Counsel according to Government Code Section 54957 (Personnel)

Item 10: Appointment of Interim City Manager
Presented by Mario Zamora, City Attorney
Pages 58-61

- Zamora presented the interim city manager contract for Mike Camarena.

Motion:	Move to approve the contract						
1 st	2 nd	Result	Kimball	Cortes	Watson	Flores	Sanchez
Flores	Cortes	4-0 approval	-	-	-	-	-

Item 11: Adjourn
The next regular Lindsay City Council meeting will be held in the City Council Chambers at 251 E. Honolulu Street in Lindsay, California beginning at 6:00PM on January 28, 2020.

- Adjourned



STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA
DATE: JANUARY 28, 2020
AGENDA #: 3.2
FROM: Johnny Estrada
172 W Honolulu Ave – Lindsay CA 93247 – 559-562-2772

AGENDA ITEM

TITLE Temporary Use Permit 20-01 Orange Bar Alley Closure for the Superbowl

ACTION Requested Approval of Temporary Use Permit

PURPOSE Discretionary Action

COUNCIL OBJECTIVE(S) Increase our keen sense of identity in a physically connected and involved community.
Dedicate resources to retain a friendly, small-town atmosphere.
Stimulate, attract and retain local businesses.
Advance economic diversity.

RECOMMENDATION

Minute Order Approval

BACKGROUND | ANALYSIS

Johnny Estrada of the Orange Bar has requested an alley closure for a portion of the alley located south of Honolulu Street (event site plan attached) between 12pm on February 2, 2020 and 2 am on February 3, 2020 for the Superbowl. Applicant is also proposing a screened beer garden in the backdoor alley to the Orange Bar. Trash cans and porta-potties, in addition to the existing inside bathrooms, will be provided by the applicant. Additional security will be provided by applicant. Requirements would include a certificate of insurance indemnifying the City, to be provided by the applicant.

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

ZONING:

Zoning for this site is CC (central commercial). The proposed use is permitted, subject to approval of a Temporary Use Permit by City Council.

ALTERNATIVES

- Approve with alterations.
-



STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA
DATE: JANUARY 28, 2020
AGENDA #: 3.2
FROM: Johnny Estrada
172 W Honolulu Ave – Lindsay CA 93247 – 559-562-2772

- 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.

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

ENVIRONMENTAL REVIEW

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

POLICY ISSUES

None

PUBLIC OUTREACH

Posted in this agenda

ATTACHMENTS

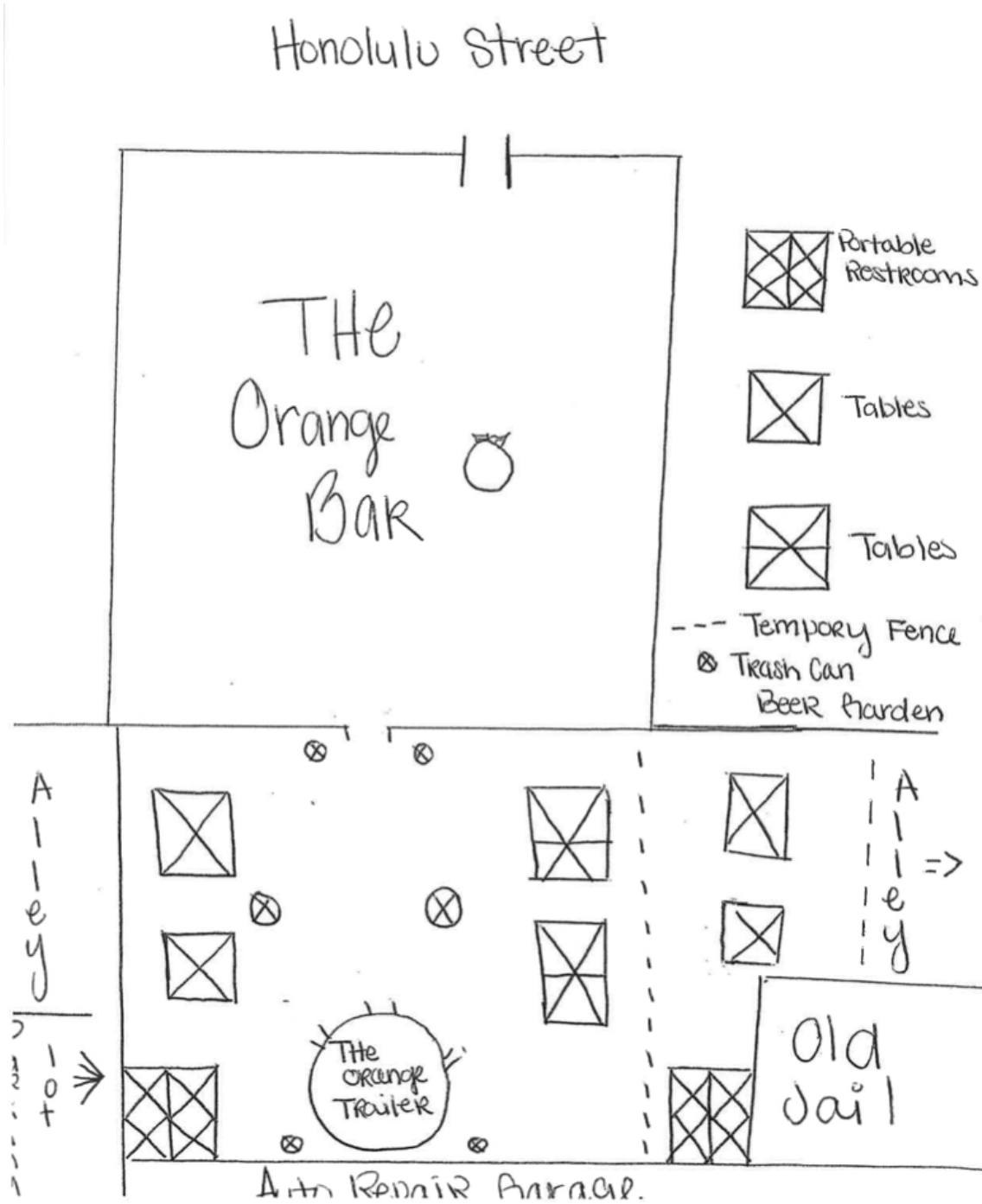
- Event Site Plan



STAFF REPORT

AGENCY: CITY OF LINDSAY, CALIFORNIA
DATE: JANUARY 28, 2020
AGENDA #: 3.2
FROM: Johnny Estrada
172 W Honolulu Ave – Lindsay CA 93247 – 559-562-2772

Site Plan



Lindsay Department of Public Safety Car Seat Program

February 18th to February 22nd, 2020

NATIONAL
**CHILD
PASSENGER
SAFETY**
CERTIFICATION

A Program of
Safe Kids Worldwide

NATIONAL
**CHILD
PASSENGER
SAFETY**
CERTIFICATION

A Program of
Safe Kids Worldwide

WHAT TECHS DO

CPS technicians and instructors use their considerable knowledge and expertise at a variety of community-based activities, such as child safety seat checks, where parents and caregivers receive education and hands-on assistance. CPS technicians and instructors also keep up-to-date on the latest technical information about child passenger safety through seminars and other [continuing education](#) opportunities.



ABOUT THE PROGRAM

National CPS Certification Training is a program of Safe Kids Worldwide, which is the certifying body and responsible for managing all aspects of the program. We work closely with the National Highway Traffic Safety Administration (responsible for the curriculum), the National Child Passenger Safety Board (provides recommendations and guidance), and State Farm (our sponsor).

Car crashes are a leading cause of death for children 1 to 13 years old.





COMMON MISUSES

Misrouted Seatbelt



Harness Twisted





Broken/Missing Components

Wrong Belt Path Used



Car Seat Checkup Event- February 22nd 2020



STAFF REPORT



TO: LINDSAY CITY COUNCIL
DATE: January 28, 2020
AGENDA #: 5
FROM: Kira Noguera, Contract Planner

Resolution 20-06 , General Plan Amendment; Ordinance 581, Zone Change 19-26

ACTION

Approval of:

- Resolution 20-06, a General Plan Amendment from Low Density Residential to Medium Density Residential and
- Ordinance 581, a Zone Change from R-1-7 to RM-3

Applicant: Jim Shropshire
P. O. Box 65
Lindsay CA 93247

Location: APN 199-140-026 and 034 and 199-200-005 and 023

PURPOSE

Statutory/Contractual Requirement

Council Vision/Priority

Discretionary Action

Plan Implementation

OBJECTIVE(S)

Live in a safe, clean, comfortable and healthy environment.

Increase our keen sense of identity in a connected and involved community.

Nurture attractive residential neighborhoods and business districts.

Dedicate resources to retain a friendly, small-town atmosphere.

Stimulate, attract and retain local businesses.

Advance economic diversity.

Yield a self-reliant city government that provides effective, basic services.

RECOMMENDATION

Staff respectfully recommends approval of the draft Resolution 20- and Ordinance 581.

BACKGROUND | ANALYSIS

General Plan Amendment and Zone Change 19-26 is a request by Shropshire Properties to change the General Plan land use designation from low density residential to medium density residential and to change the zoning designation from R-1-7 to RM-3 of 4.3 acres of land adjacent to both sides (west-east) of Westmore Court, a portion of North Westwood Avenue, and both sides (north-south) of the entrance of Burem Lane at Westwood Avenue.

A General Plan Amendment and Zone Change are discretionary approvals. Council may deny the requests or approve the requests or approve the requests with modifications.

STAFF REPORT



TO: LINDSAY CITY COUNCIL
DATE: January 28, 2020
AGENDA #: 5
FROM: Kira Noguera, Contract Planner

ALTERNATIVES

- Approve with modifications.
- Deny request.
- Table request for staff to present additional information.

BENEFIT TO OR IMPACT ON CITY RESOURCES

There are no anticipated benefits or impacts to City resources.

ENVIRONMENTAL REVIEW

Not required by CEQA

If required by CEQA:

Pursuant to California Environmental Quality Act (CEQA) Guidelines, an Initial Study (IS) and Mitigated Negative Declaration (MND) with Mitigation Monitoring and Reporting Program (MMRP) was prepared for the project. Mitigation measures to reduce impacts to biological, cultural, hydrology and tribal resources have been provided within the MND and MMRP.

POLICY ISSUES

No policy issues

Policy issues:

General Plan Amendment: The General Plan Land Use Element does not dictate specific procedures to amend land use designations for residential land uses. Instead, the Plan relies on the land use diagram (map) and basic allocations of land areas between various existing and future land uses. The land use diagram provides a framework for future growth and development that provides for a balanced range of land uses in locations that are compatible and consistent with City goals. Any amendment to the Plan should consider impacts of the proposed amendment on other Plan goals, policies, objectives, and standards (such as the Circulation Element). State law allows the City Council to amend any element of the Plan up to four times per year. A new State law prohibits cities from lowering the allowed density through a general plan amendment; however, in this case the allowed density will be increasing. An increased allowed density has the potential to better help the City achieved State-assigned housing goals.

Change of Zone: Since the General Plan relies on the land use diagram (map) and basic allocations of land areas between various existing and future land uses as a resource in determining land use amendments, the proposed amendment would not be in conflict with the policies, objectives, and standards of the General Plan.

Zoning Ordinance Section 18.22.050.A provides criteria for review of zone changes:

“At the public hearing, the City Council shall review the application or the proposal and may receive pertinent evidence and testimony as to why and how the proposed change is necessary to achieve the objectives of the Zoning Ordinance prescribed in Section 18.01.020, and how or why

STAFF REPORT



TO: LINDSAY CITY COUNCIL
DATE: January 28, 2020
AGENDA #: 5
FROM: Kira Noguera, Contract Planner

the proposed change is consistent with the General Plan and the stated purposes and application intended for the zone classification proposed."

The proposed land use designation and zoning designation of medium density residential (RM-3) would allow for the site to develop with residential uses at a higher density than what is currently planned for. Approval of the project would allow for development of the site that is consistent with the goals and policies of the General Plan.

Circulation: Access to the subject property can be provided via Westwood Avenue, Westmore Court, and/or Burem Lane.

Public Services: The site is within a convenient response time of public safety services, and the existing and available water supply and conveyance facilities provide adequate fire suppression capabilities. Sanitary sewer and municipal water services are available at the site.

Environmental Setting:

Flood Potential: The subject property, like the immediate area surrounding it, is not within a flood hazard area.

PUBLIC OUTREACH

- Posted in this agenda
- Additional public outreach: Direct mail delivered to property owners within 300 feet.

ATTACHMENTS

- Aerial Photo
- Draft Resolution 20-
- Draft Ordinance 581
- ISMND

STAFF REPORT



TO: LINDSAY CITY COUNCIL
DATE: January 28, 2020
AGENDA #: 5
FROM: Kira Noguera, Contract Planner

Aerial Photo





RESOLUTION OF THE CITY OF LINDSAY

NUMBER **20-06**

TITLE **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINDSAY APPROVING GENERAL PLAN AMENDMENT NO. 19-26, A REQUEST BY SHROPSHIRE PROPERTIES TO CHANGE THE LAND USE DESIGNATION FROM LOW DENSITY RESIDENTIAL TO MEDIUM DENSITY RESIDENTIAL, FOR A 4.3 ACRE SITE BOUND BY WESTMORE COURT, A PORTION OF WESTWOOD AVENUE, AND ACROSS BOTH SIDES OF THE ENTRANCE OF BUREM LANE (APN: 199-140-026 & -034 and 199-200-005 & -023)**

MEETING At a regularly scheduled meeting of the City of Lindsay City Council held on January 28, 2020 at 6:00 PM at 251 E. Honolulu Street, Lindsay, CA 93247

WHEREAS, General Plan Amendment Application No. 19-26 was filed by Shropshire Properties (23494 Rd. 196, Lindsay, CA 93247); and

WHEREAS, the City Council, after twenty (20) days published notice, did hold a public hearing before said Council on January 28, 2020; and

WHEREAS, Planning staff has prepared necessary investigations and prepared a staff report of information bearing upon the General Plan Amendment application; and

WHEREAS, the City has evaluated potential environmental effects of the project through the preparation and circulation of a Mitigated Negative Declaration (“MND”) incorporated herein by this reference, consistent with the provisions of the California Environmental Quality Act, Article 19, §15063,

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LINDSAY DOES HEREBY RESOLVE AS FOLLOWS:

- SECTION 1. The MND and Mitigation Monitoring and Reporting Program has been prepared in accordance with CEQA and CEQA Guidelines.
- SECTION 2. The City Council finds that the proposed General Plan Amendment would be consistent with the policies and intent of the General Plan.
- SECTION 3. That City Council considered public testimony and a staff report and analysis pertaining to this request.
- SECTION 4. That the City Council of the City of Lindsay hereby approves General Plan Amendment No. 19-26.



RESOLUTION OF THE CITY OF LINDSAY

PASSED AND ADOPTED by the City Council of the City of Lindsay as follows:

MEETING DATE	January 28, 2020
MOTION	
2 nd MOTION	
AYES	
ABSENT	
ABSTAIN	
NAYS	

CERTIFICATION OF THE FOREGOING RESOLUTION AS FULL, TRUE, PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF LINDSAY AS DETAILED.

Juana Espinoza, Interim City Clerk

Pamela Kimball

Mayor



ORDINANCE OF THE CITY OF LINDSAY

ORDINANCE NO. 581

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LINDSAY AMENDING THE ZONING DESIGNATION FROM R-1-7 to R-3 FOR A 4.3 ACRE SITE BOUND BY WESTMORE COURT, A PORTION OF WESTWOOD AVENUE, AND ACROSS BOTH SIDES OF THE ENTRANCE OF BUREM LANE (APN: 199-140-026 & -034 and 199-200-005 & -023), AND THE LINDSAY ZONING MAP AS ADOPTED BY ORDINANCE 437 OF THE CITY OF LINDSAY.

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

ARTICLE 1: The real property located in the City of Lindsay and described as follows: APN 199-140-026 & -034 and 199-200-005 & -023 shall be and is hereby designated as R-3.

ARTICLE 2: The Director of City Services and Planning of the City of Lindsay is hereby authorized, instructed and directed to make the changes to the official Zoning Map of the City of Lindsay made by Article One of this Ordinance, by outlining the boundaries of the described parcel of the Zoning Map adopted by Ordinance 437 of the City of Lindsay.

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

The foregoing ordinance, read by title only with waiving of the reading in full, was introduced at a regularly scheduled meeting on the 28th day of January 2020.

APPROVED at a regular meeting of the City Council held the 28th day of January 2020.

ATTEST:

CITY COUNCIL OF THE CITY OF LINDSAY

Juana Espinoza, Interim City Clerk

Pamela Kimball, Mayor

Initial Study/Mitigated Negative Declaration

Shropshire Properties Project

Prepared for:



City of Lindsay
251 E. Honolulu St.
Lindsay, CA 93247
(559) 562-7102 ext. 4
Contact: Mike Camarena

Prepared by:



Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 302
Visalia, CA 93291
(559) 840-4414
Contact: Emily Bowen, LEED AP

December 2019

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PROJECT INFORMATION

This document is the Initial Study/Mitigated Negative Declaration on the potential environmental effects of the City of Lindsay's (City) Shropshire Properties Project (Project). The City of Lindsay will act as the Lead Agency for this project pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines. Copies of all materials referenced in this report are available for review in the project file during regular business hours at 251 E. Honolulu Street, Lindsay, CA 93247.

Project title

Shropshire Properties Project

Lead agency name and address

City of Lindsay
251 E. Honolulu St.
Lindsay, CA 93247

Contact person and phone number

Mike Camarena, Director of City Services and Planning
City of Lindsay (559) 562-7102 ext. 4

Project location

The City of Lindsay is located in Tulare County in the southern part of the San Joaquin Valley. The 4.3-acre Project site is located in the western portion of the City, adjacent to both sides (west-east) of the dead-ended Westmore Court, a portion of North Westwood Avenue, and across both sides (north-south) of the entrance of Burem Lane. See Figure 1. Lindsay is bounded to the west by State Route (SR) 65.

Figure 1 – Location

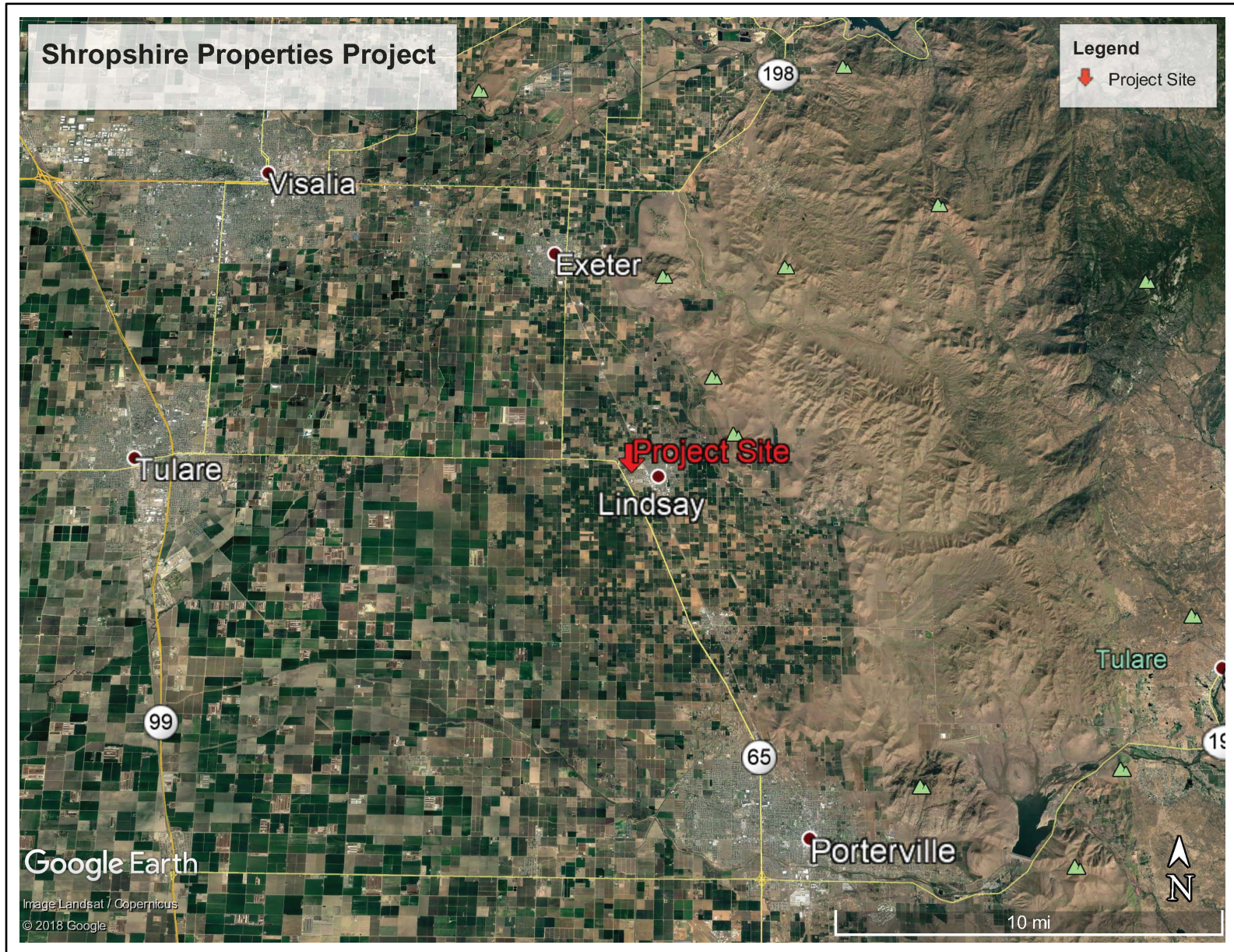


Figure 2 – Site Aerial



Project sponsor's name/address

Shropshire Properties
23494 Rd. 196
Lindsay, CA 93247

General plan designation

Low Density Residential

Zoning

R-1-7

Project Description

The proposed Project consists of approximately 4.3 acres, 0.77 acres of which are previously developed with multi-family units. The change of land use and zone designation to the remaining 3.5 acres would allow for the future development of multi-family residential units. Assessor Parcel Numbers 199-140-026 and -34 and 199-200-005 and -023 are currently designated as low density residential and zoned as R-1-7 (single-family residential). As a part of the Project, the Land Use Map of the Lindsay General Plan would be amended to change the land use designation of the parcels to medium density residential and the zone would be changed to RM-3 (multi-family residential) which would be consistent with the General Plan land use designation. The RM-3 zone on 3.5 acres of land would allow for the development of up to 60 multi-family units at full buildout.

Surrounding Land Uses/Existing Conditions

The largest portion of the proposed Project site, on the west side of Westmore Court, is currently vacant land. The area between the east side of Westmore Court and the west side of North Westwood Avenue appears to be mostly vacant, with a corrugated steel roofed structure bordering the south side. The portion of the Project site on either side of Burem Lane is developed with multi-family residences. The vacant parts of the property are highly disturbed and have minimal vegetation cover of non-native weeds and grasses.

Lands surrounding the proposed Project are described as follows:

- North: Residential homes, identified by the General Plan as "Low Density Residential."
- South: Residential homes and Jefferson Elementary School, identified as "Low Density Residential" and "Public and Semi-Public Facility", respectively.
- East: Residential homes, identified as "Low Density Residential".

- West: Open/vacant land and a soccer field, identified as “Park and Recreation“ and “Public and Semi-Public Facility,” respectively.

Other Public Agencies Involved

- The adoption of a Mitigated Negative Declaration by the City of Lindsay
- Approval of a General Plan Amendment by the City of Lindsay
- Approval of a Zone Change by the City of Lindsay
- Approval of Building Permits by the City of Lindsay
- Approval of a Stormwater Pollution Prevention Plan by the Central Valley Regional Water Quality Control Board
- Dust Control Plan Approval letter from the San Joaquin Valley Air Pollution Control District
- Compliance with other federal, state and local requirements.

Tribal Consultation

The City of Lindsay has not received any requests from any Tribes in the geographic area with which it is traditionally and culturally affiliated with or otherwise to be notified about projects in the City of Lindsay.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources and Forest Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology / Soils | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

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.

- 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 project 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 measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Mike Camarena

Date

Director of City Services and Planning

City of Lindsay

ENVIRONMENTAL CHECKLIST

I. AESTHETICS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES

a. Have a substantial adverse effect on a scenic vista?

Less than Significant Impact. The proposed Project consists of a change of land use and zone designation to allow for the future development of up to 60 multi-family residential units on 3.5 acres of land. The proposed Project includes improvements associated with a new residential development, including lighting and site landscaping. The structures will conform to design standards set forth by the City's General Plan and Zoning Ordinance. The proposed Project site is located in an area that is

substantially surrounded by urban uses and will not result in a use that is visually incompatible with the surrounding area.

The City of Lindsay General Plan does not identify any scenic vistas within the proposed Project area. A scenic vista is generally considered a view of an area that has remarkable scenery or a resource that is indigenous to the area. The Project is located in an area of minimal topographic relief, and views of the site are easily obscured by buildings, other structures and trees.

Construction activities will be visible from the adjacent roadsides; however, the construction activities will be temporary in nature and will not affect a scenic vista. The impact will be *less than significant*.

Mitigation Measures: None are required.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than Significant Impact. There are no state designated scenic highways within the immediate proximity to the Project site. California Department of Transportation Scenic Highway Mapping System identifies SR 190 east of SR 65 as an Eligible State Scenic Highway. This is the closest highway, located approximately 11 miles south of the Project site; however, the Project site is both physically and visually separated from SR 190 by intervening land uses. In addition, no scenic highways or roadways are listed within the Project area in the City of Lindsay's General Plan or Tulare County's General Plan. Based on the National Register of Historic Places (NRHP) no historic buildings exist on the Project site. The proposed Project would not cause damage to rock outcroppings or historic buildings within a State scenic highway corridor. Any impacts would be considered *less than significant*.

Mitigation Measures: None are required.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and regulations governing scenic quality?

Less than Significant Impact. Site construction will include residences, internal access roads, lighting and site landscaping. The residences will be multi-family and will conform to design standards set forth by the City's General Plan and Zoning Ordinance. The proposed Project site is located in an area that is

substantially surrounded by urban uses, primarily residential and public land, and as such, will not result in a use that is visually incompatible with the surrounding area. The proposed Project will not substantially degrade the existing visual character or quality of the area or its surroundings.

The impact will be *less than significant*.

Mitigation Measures: None are required.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments; however, these lights have the potential to produce spillover light and glare and waste energy, and if designed incorrectly, could be considered unattractive. Light that falls beyond the intended area is referred to as “light trespass.” Types of light trespass include spillover light and glare. Minimizing all these forms of obtrusive light is an important environmental consideration. A less obtrusive and well-designed energy efficient fixture would face downward, emit the correct intensity of light for the use, and incorporate energy timers.

Spillover light is light emitted by a lighting installation that falls outside the boundaries of the property on which the installation is sited. Spillover light can adversely affect light-sensitive uses, such as residential neighborhoods at nighttime. Because light dissipates as it travels from the source, the intensity of a light fixture is often increased at the source to compensate for the dissipated light. This can further increase the amount of light that illuminates adjacent uses. Spillover light can be minimized by using only the level of light necessary, and by using cutoff type fixtures or shielded light fixtures, or a combination of fixture types.

Glare results when a light source directly in the field of vision is brighter than the eye can comfortably accept. Squinting or turning away from a light source is an indication of glare. The presence of a bright light in an otherwise dark setting may be distracting or annoying, referred to as discomfort glare, or it may diminish the ability to see other objects in the darkened environment, referred to as disability glare. Glare can be reduced by design features that block direct line of sight to the light source and that direct light downward, with little or no light emitted at high (near horizontal) angles, since this light would travel long distances. Cutoff-type light fixtures minimize glare because they emit relatively low-intensity light at these angles.

Currently, the sources of light in the Project area are from residential homes and Jefferson Elementary School, street lights, and the vehicles traveling along Westmore Court, North Westwood Avenue, Burem

Lane and potentially Kern Street, which T's into North Westwood Avenue. The Project would necessitate street lighting. Such lighting would be subject to the requirements of the City of Lindsay. Accordingly, the Project would not create substantial new sources of light or glare. Potential impacts are *less than significant*.

Mitigation Measures: None are required.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES

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?

No Impact. The Project site is located in an area of the City considered urban, built up land by the State Farmland Mapping and Monitoring Program.¹ The change in land use designation and zoning would update the area to allow development of multi-family homes. No *Prime Farmland, Unique Farmland, or Farmland of Statewide Importance* or land under the Williamson Act contracts occurs in the Project area. Therefore, no land conversion from Farmland would occur for the Project. Immediate surrounding land uses include residential, park and recreation, and public and semi-public facilities. The proposed site is planned for development and as such, the proposed Project does not have the potential to result in the conversion of Farmland to non-agricultural uses or forestland uses to non-forestland. There is *no impact*.

Mitigation Measures: None are required.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project site is not zoned for agriculture nor is the site covered by a Williamson Act contract; no impacts would occur. The Project is not zoned for forestland and does not propose any zone changes related to forest or timberland. There is *no impact*.

Mitigation Measures: None are required.

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))?

No Impact. The Project is not zoned for forestland and does not propose any zone changes related to forest or timberland. There is *no impact*.

Mitigation Measures: None are required.

¹California Department of Conservation, California Important Farmland Finder. <https://maps.conservation.ca.gov/DLRP/CIFF/> Accessed October 2019.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. No conversion of forestland, as defined under Public Resource Code or General Code, as referenced above, would occur as a result of the Project. There is *no impact*.

Mitigation Measures: None are required.

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?

No Impact. No land conversion from Farmland would occur for the Project. Immediate surrounding land uses include residential, park and recreational, and public and semi-public facilities. The proposed Project site is planned for residential development and as such, does not have the potential to result in the conversion of Farmland to non-agricultural uses or forestland uses to non-forestland. There is *no impact*.

Mitigation Measures: None are required.

III. AIR QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors or adversely affecting a substantial number of people)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES

a. Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The San Joaquin Valley Air Basin (SJVAB) is designated nonattainment of state and federal health-based air quality standards for ozone and PM_{2.5}. The SJVAB is designated nonattainment of state PM₁₀. To meet Federal Clean Air Act (CAA) requirements, the SJVAPCD has multiple air quality attainment plan (AQAP) documents, including:

- Extreme Ozone Attainment Demonstration Plan (EOADP) for attainment of the 1-hour ozone standard (2004);
- 2007 Ozone Plan for attainment of the 8-hour ozone standard;
- 2007 PM₁₀ Maintenance Plan and Request for Redesignation; and
- 2008 PM_{2.5} Plan.

Because of the region's non-attainment status for ozone, PM_{2.5}, and PM₁₀, if the project-generated emissions of either of the ozone precursor pollutants (ROG or NOx), PM₁₀, or PM_{2.5} were to exceed the SJVAPCD's significance thresholds, then the project uses would be considered to conflict with the

attainment plans. In addition, if the project uses were to result in a change in land use and corresponding increases in vehicle miles traveled, they may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

As discussed in Impact c), below, predicted construction and operational emissions would not exceed the SJVAPCD's significance thresholds for ROG, NO_x, PM₁₀, and PM_{2.5}. As a result, the Project uses would not conflict with emissions inventories contained in regional air quality attainment plans and would not result in a significant contribution to the region's air quality non-attainment status. Additionally, the Project would comply with all applicable rules and regulations. Therefore, this impact is *less than significant*.

Mitigation Measures: None are required.

b. 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?

Less than Significant Impact. Because ozone is a regional pollutant², the pollutants of concern for localized impacts are CO and fugitive PM₁₀ dust from construction. Ozone and PM₁₀ exhaust impacts are addressed under Impact c), below. The proposed Project would not result in localized CO hotspots or PM₁₀ impacts, as discussed below. Therefore, the proposed Project would not violate an air quality standard or contribute to a violation of an air quality standard in the Project area.

Localized PM₁₀

Localized PM₁₀ would be generated by proposed Project construction activities, which would include earth-disturbing activities. The SJVAPCD indicates that all control measures in Regulation VIII are required for all construction sites by regulation. The SJVAPCD's Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI) lists additional measures that may be required of very large projects or projects close to sensitive receptors.³ If all appropriate "enhanced control measures" in the GAMAQI are not implemented for very large projects or those close to sensitive receptors, then construction impacts would be considered significant (unless the Lead Agency provides a satisfactory detailed explanation as to why a specific measure is unnecessary). The GAMAQI also lists additional control measures (Optional Measures) that may be implemented if further emission reductions are deemed necessary by the Lead

² San Joaquin Valley Air Pollution Control District. Air Quality Plans. Ozone Plans, 8-hour ozone standard. https://www.valleyair.org/Air_Quality_Plans/Ozone_Plans.htm. Accessed October 2019.

³ San Joaquin Valley Air Pollution Control District. Guidance for Assessing and Mitigating Air Quality Impacts. March 19, 2015. http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf. Accessed October 2019.

Agency. The SJVAPCD's Regulation VIII (Fugitive PM₁₀ Prohibitions) has been updated and expanded since the GAMAQI guidance was written in 2002. Regulation VIII now includes the "enhanced control measures" contained in the GAMAQI.

The proposed Project would comply with the SJVAPCD's Regulation VIII dust control requirements during any proposed construction (including Rules 8011, 8031, 8041, and 8071). Compliance with this regulation would reduce the potential for significant localized PM₁₀ impacts to *less than significant* levels.

CO Hotspot

Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles. The SJVAPCD provides screening criteria to determine when to quantify local CO concentrations based on impacts to the level of service (LOS) of roadways in the Project vicinity.

As further discussed in the Transportation/Traffic checklist evaluation, the Project would substantially contribute to additional traffic that would reduce the level of surface on local roadways. Therefore, the Project would not significantly contribute to an exceedance that would exceed state or federal CO standards. Impacts are considered *less than significant*.

Mitigation Measures: None are required.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. The nonattainment pollutants for the SJVAPCD are ozone, PM₁₀ and PM_{2.5}. Therefore, the pollutants of concern for this impact are ozone precursors, regional PM₁₀, and PM_{2.5}. Ozone is a regional pollutant formed by chemical reaction in the atmosphere, and the Project's incremental increase in ozone precursor generation is used to determine the potential air quality impacts, as set forth in the GAMAQI.

The annual significance thresholds to be used for the Project for construction and operational emissions are as follows⁴:

- 10 tons per year NO_x;
- 10 tons per year ROG/VOC;

⁴ San Joaquin Valley Air Pollution Control District. March 19, 2015. Guide for Assessing and Mitigating Air Quality Impacts. http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf. Page 80. Accessed October 2019.

- 15 tons per year PM₁₀; and
- 15 tons per year PM_{2.5}.

The estimated annual operational emissions are shown below. The California Emissions Estimator (CalEEMod), Version 2016.3.2, was used to estimate construction and operational (vehicle trips) emissions resulting from the development of up to 60 multi-family residential units. The CalEEMod standard defaults were applied for the emissions estimates except for the following:

- Land use was changed to accommodate 60 residential units;
- Demolition construction phase was removed as the existing buildings will remain and the rest of the Project site is open land;
- Reduce construction vehicle speed to less than 15 miles per hour per SJVAPCD Rule 8021;
- No wood burning fireplaces per SJVAPCD Rule 4901.

The modeling results are provided in Table 1 and the CalEEMod output files are provided in Appendix A.

**Table 1
Proposed Project Construction and Operation Emissions**

	VOC/ROG (Tons/Year)	NOx (Tons/Year)	PM₁₀ (Tons/Year)	PM_{2.5} (Tons/Year)	Total CO₂ (MT/Year)
Maximum annual construction emissions 2019-2020	0.8329	2.3265	0.1747	0.1345	325.4570
Annual Operational Emissions	0.4404	1.4573	0.3888	0.1145	671.8026
Annual Threshold of Significance	10	10	15	15	--
Significant?	No	No	No	No	--

Source: CalEEMod results (Appendix A). Crawford & Bowen Planning (2019)

As demonstrated in Table 1, any impacts would be considered *less than significant*.

Mitigation Measures: None are required.

d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)

Less than Significant Impact. The proposed Project would not expose sensitive receptors to substantial concentrations of localized PM₁₀, carbon monoxide, diesel particulate matter, or hazardous pollutants, naturally occurring asbestos, or valley fever, as discussed below.

Localized PM₁₀

As shown in Response III-b, above, the Project would not generate a significant impact for construction-generated, localized PM₁₀. Therefore, the Project would not expose sensitive receptors to unhealthy levels of PM₁₀.

PM Hotspot

A PM_{2.5} and PM₁₀ Hotspot Analysis is not required for the Project because it is not a Project of Air Quality Concern (POAQC).

Carbon Monoxide Hotspot

As shown in Impact b), above, the Project would not generate a CO hotspot. The 1-hour and 8-hour CO standard are 20 ppm and 9 ppm, respectively. Therefore, the Project would not expose sensitive receptors to unhealthy levels of CO.

Naturally Occurring Asbestos

The Department of Conservation, Division of Mines and Geology published a guide entitled A General Location Guide for Ultramafic Rocks in California - Areas More Likely to Contain Naturally Occurring Asbestos, for generally identifying areas that are likely to contain naturally occurring asbestos. The guide includes a map of areas where formations containing naturally occurring asbestos in California are likely to occur. Foothill areas within Tulare County are identified as areas with ultramafic rocks. As demonstrated in the Location Guide, the proposed Project site is not located within an area that could contain naturally occurring asbestos.⁵ For this reason, the Project is not anticipated to expose workers or nearby receptors to naturally occurring asbestos.

Odors

If the proposed Project were to result in a sensitive odor receptor being located in the vicinity of an undesirable odor generator, the impact would be considered significant. The SJVAPCD regulates odor sources through its nuisance rule, Rule 4102, but has no quantitative standards for odors. The SJVAPCD presents a list of project screening trigger levels for potential odor sources in its GAMAQI, which is displayed in Table 2. If the project were to result in sensitive receptors being located closer to an odor generator in the list in Table 2 than the recommended distances, a more detailed analysis including a review of SJVAPCD odor complaint records is recommended.

⁵ California Department of Conservation. Open-File Report 2000-19. August 2000. A General Location Guide for Ultramafic Rocks in California – Areas More Likely To Contain Naturally Occurring Asbestos. [file:///C:/Users/Emily%20Bowen/Downloads/ofr_2000-019%20\(1\).pdf](file:///C:/Users/Emily%20Bowen/Downloads/ofr_2000-019%20(1).pdf). Accessed October 2019.

**Table 2
Screening Levels for Potential Odor Sources⁶**

Odor Generator	Distance (Miles)
Wastewater Treatment Facilities	2
Sanitary Landfill	1
Transfer Station	1
Composting Facility	1
Petroleum Refinery	2
Asphalt Batch Plant	1
Chemical Manufacturing	1
Fiberglass Manufacturing	1
Painting/Coating Operations (e.g., auto body shop)	1
Food Processing Facility	1
Feed Lot/Dairy	1
Rendering Plant	1

Significant odor problems are defined as:

- More than one confirmed complaint per year averaged over a three-year period; or
- Three unconfirmed complaints per year averaged over a three-year period.

The proposed Project would allow for a change in land use designation and zoning to develop multi-family units within the Project area. These land uses are not considered sources of objectionable odors. Therefore, objectionable odors are not expected to be a significant concern during either proposed Project construction related or operational emissions. As such, any impacts would be considered *less than significant*.

Mitigation Measures: None are required.

⁶ San Joaquin Valley Air Pollution Control District. Current District Rules and Regulations. <http://www.valleyair.org/rules/1ruleslist.htm#reg8>. Accessed October 2019.

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- 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?

RESPONSES

- 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?

Less than Significant Impact.

Less than Significant Impact with Mitigation. The City of Lindsay’s General Plan states that there are no rare or endangered species of plants located within the urban area. Additionally, there are no known species of rare or endangered wildlife known to inhabit the Lindsay planning area. Tulare County is considered to be a portion of the larger regional habitat of the San Joaquin Kit Fox, a species whose habitat extends along the Sierra Nevada foothills and down to the Coast.⁷ According to the Tulare County Planning Department, kit foxes have been observed foraging in orange groves west of Lindsay City Limits many years previous. However, it is not known if any recent sightings have been documented.

The potential for San Joaquin Kit Fox occurrence in the proposed Project area is considered to be quite low and the fact that the open land portions of the Project are surrounded by a chain-link fence precludes the ability of the San Joaquin Kit Fox to be on-site.

Common species of birds likely to be found within the urban planning area include morning dove, sparrow, meadowlark, blackbird, robin and jay. Potential for endangered or threatened bird species

⁷ Lindsay General Plan, 1989. Biological Resources, page 14.

within the Project area is unlikely. However, in the event that avian species are nesting within or adjacent to the proposed Project area at the time of construction, construction activities could result in nest abandonment and/or direct mortality to individual birds. Project activities that injure or kill native birds or lead to nest abandonment would violate the California Fish and Game Code. As such, implementation of BIO-1 through BIO-6 will ensure that potential impacts would remain *less than significant*.

Mitigation Measures:

- BIO-1:** *Avoidance.* If feasible, Project construction will occur outside of the avian nesting season, typically defined as February 1st through August 31st. If construction takes place entirely outside of the nesting season, impacts to nesting tricolored blackbirds will be absent and no other action is necessary.
- BIO-2:** *Pre-construction Surveys.* If Project construction must occur during the nesting season, a pre-construction survey shall be conducted by a qualified biologist for nesting tricolored blackbirds within 15 days of the onset of construction. All suitable habitats of the BSA will be covered during this survey.
- BIO-3:** *Establish Buffers.* If active nests are identified within or near construction zones, an appropriate construction-free buffer will be established around the nests (as determined by a qualified biologist) and maintained until the nesting season is over, or until the biologist determines the nests are no longer active.
- BIO-4:** *Avoidance.* In order to avoid impacts to nesting birds, Project construction will take place between September 1 and January 31, outside of the typical avian nesting season.
- BIO-5:** *Pre-construction Surveys.* If Project construction must occur between February 1 and August 31, a qualified biologist will conduct pre-construction surveys for active bird nests within 15 days of the onset of these activities.
- BIO-6:** *Establish Buffers.* Should any active nests be discovered in or near proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged.

- 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 U.S. Fish and Wildlife Service?

Less than Significant Impact. There is no riparian habitat or other sensitive natural community on site or adjacent to the Project. As such, any impacts would be *less than significant*.

Mitigation Measures: None are required.

- 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?

Less than Significant Impact. According to the National Wetlands Inventory⁸, no wetlands occur in or near the Project site. Impacts would be *less than significant*.

Mitigation Measures: None are required.

- 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?

Less than Significant Impact. The proposed Project area consists of an actively maintained vacant field, a corrugated steel structure next to a concrete pad, and four existing multi-family homes. The Project site is zoned for development and any impacts to native species movement would be *less than significant*.

Mitigation Measures: None are required.

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

⁸ US Department of Fish and Wildlife. National Wetlands Inventory. <https://www.fws.gov/wetlands/data/Mapper.html>. Accessed October 2019.

Less than Significant Impact. All areas of the Project site have been previously graded and very little vegetation, including trees, are in the vicinity. The proposed Project would not conflict with any of the adopted policies and any impacts would be considered *less than significant*.

Mitigation Measures: None are required.

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?

Less than Significant Impact. The proposed Project would not conflict with any adopted Habitat Conservation or any Natural Community Conservation Plans. As such, any impacts would be *less than significant*.

Mitigation Measures: None are required.

V. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RESPONSES

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less than Significant Impact with Mitigation. The records search conducted at the SSJVIC (Appendix B) indicated that there are no recorded cultural resources within the Project area and two resources are recorded within a ½ radius, one being the Butterfield State Route which is California State Historic Landmark #471. It is unknown if any other resources exist. There are no recorded cultural resources within the Project area or within ½ mile that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, or the California Inventory of Historic Resources.

Subsurface construction activities associated with the proposed Project could potentially damage or destroy previously undiscovered historic resources. This is considered a potentially significant impact; however, implementation of Mitigation Measure CUL-1 will ensure that significant impacts remain *less than significant with mitigation incorporation*.

CUL-1 The following measures shall be implemented:

- Before initiation of construction or ground-disturbing activities associated with the Project, the developer shall require all construction personnel to be alerted to the

possibility of buried cultural resources, including historic, archeological and paleontological resources;

- The general contractor and its supervisory staff shall be responsible for monitoring the construction Project for disturbance of cultural resources; and
- If a potentially significant historical, archaeological, or paleontological resource, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains or trash deposits are encountered during subsurface construction activities (i.e., trenching, grading), all construction activities within a 100-foot radius of the identified potential resource shall cease until a qualified archaeologist evaluates the item for its significance and records the item on the appropriate State Department of Parks and Recreation (DPR) forms. The archaeologist shall determine whether the item requires further study. If, after the qualified archaeologist conducts appropriate technical analyses, the item is determined to be significant under California Environmental Quality Act, the archaeologist shall recommend feasible mitigation measures, which may include avoidance, preservation in place or other appropriate measure, as outlined in Public Resources Code section 21083.2. The City of Lindsay shall implement said measures.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant Impact with Mitigation. The possibility exists that subsurface construction activities may encounter undiscovered archaeological resources. This would be a potentially significant impact. Implementation of Mitigation Measure CUL-1 would require inadvertently discovery practices to be implemented should previously undiscovered archeological resources be located. As such, impacts to undiscovered archeological resources would be *less than significant with mitigation incorporation*.

c. Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact with Mitigation. There are no unique geological features or known fossil-bearing sediments in the vicinity of the proposed Project site. However, there remains the possibility for previously unknown, buried paleontological resources or unique geological sites to be uncovered during subsurface construction activities. Therefore, this would be a potentially significant impact. Mitigation is proposed requiring standard inadvertent discovery procedures to be implemented to reduce this impact to a level of *less than significant with mitigation incorporation*.

CUL-2

The developer shall incorporate into the construction contract(s) a provision that in the event a fossil or fossil formations are discovered during any subsurface construction activities for the proposed Project (i.e., trenching, grading), all excavations within 100 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City of Lindsay, who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures, which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code section 21083.2.

VI. ENERGY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES

- a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The proposed Project consists of approximately 4.3 acres, 0.77 acres of which are previously developed with multi-family units. The change of land use and zone designation to the remaining 3.5 acres would allow for the future development of multi-family residential units and the associated improvements. The Project would introduce energy usage on a site that is currently demanding minimal energy. By comparison, at buildout, the Project would consume large amounts of energy in both the short-term during Project construction and in the long-term during Project operation.

During construction, the Project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass. Title 24 Building Energy Efficiency Standards provide guidance on construction techniques to maximize energy conservation and it is expected that contractors and owners have a strong financial incentive to use recycled materials and products originating from nearby sources in order to reduce materials costs. As such, it is anticipated that materials used in construction and construction vehicle fuel energy would not involve the wasteful, inefficient, or unnecessary consumption of energy.

Operational Project energy consumption would occur for multiple purposes, including but not limited to, building heating and cooling, refrigeration, lighting and electronics. Operational energy would also

be consumed during each vehicle trip associated with the proposed use. CalEEMod was utilized to generate the estimated energy demand of the proposed Project, and the results are provided in Table 3 and in Appendix A.

Land Use	Electricity Use in kWh/year	Natural Gas Use in kBTU/year
Condo/Townhouse	330,484	1,077,930

The proposed Project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of Title 24 standards significantly increases energy savings, and it is generally assumed that compliance with Title 24 ensures projects will not result in the inefficient, wasteful, or unnecessary consumption of energy.

As discussed in Impact XVII – Transportation/Traffic, the proposed Project at full buildout would generate approximately 349 daily vehicle trips. The length of these trips and the individual vehicle fuel efficiencies are not known; therefore, the resulting energy consumption cannot be accurately calculated. Adopted federal vehicle fuel standards have continually improved since their original adoption in 1975 and assists in avoiding the inefficient, wasteful, and unnecessary use of energy by vehicles.

As discussed previously, the proposed Project would be required to implement and be consistent with existing energy design standards at the local and state level. The Project would be subject to energy conservation requirements in the California Energy Code and CALGreen. Adherence to state code requirements would ensure that the Project would not result in wasteful and inefficient use of non-renewable resources due to building operation.

Therefore, any impacts are *less than significant*.

Mitigation Measures: None are required.

VII. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?
- f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

RESPONSES

a-i. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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.

No Impact. The proposed Project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. There are no known active faults in Tulare County. Since no known surface expression of active faults is believed to cross the site, fault rupture through the site is not anticipated. *No impacts* would occur.

Mitigation Measures: None are required.

a-ii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less than Significant Impact. The California Geological Survey maintains a web-based computer model that estimates probabilistic seismic ground motions for any location with California. The computer model estimates the “Design Basis Earthquake” ground motion, which is defined as the peak ground acceleration with a 10-percent chance of exceedance in 50 years (475-year return period). For an alluvium soil type, the Project site’s estimated peak ground acceleration is approximately 0.22g.

Project related building construction will conform to the latest standards for seismic design as adopted by the Uniform Building Code. Therefore, the impact is *less than significant*.

Mitigation Measures: None are required.

a-iii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Less than Significant Impact. See Response a-ii. The Project's Valley location has a low risk of liquefaction. No Subsidence prone soils or oil or gas production is involved with the proposed Project. Therefore, the impact is *less than significant*.

Mitigation Measures: None are required.

a-iv. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Less than Significant Impact. The Project site is located on relatively flat topography and is not located adjacent to any steep slopes or areas that would otherwise be subject to landslides. Therefore, the impact is *less than significant*.

Mitigation Measures: None are required.

b. Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. According to the Lindsay General Plan, the City of Lindsay sits on top of three integrations of alluvial fans and streams, which drain from the Sierra Nevada mountain range.⁹The soils found in Lindsay are variable; most consist of permeable and fertile alluvium with clay subsoil and hardpan. Exeter loam and Honcut loam, are similar to the alluvium except they have a hardpan layer. These soils have excellent drainage and are generally well suited to urban development. The Project site has a primarily flat topography, is in an established urban area and does not include any Project features that would result in soil erosion or loss of topsoil. Therefore, the impact is *less than significant*.

⁹ Lindsay General Plan, 1989. Land Resources, page 12.

Mitigation Measures: None are required.

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?

No Impact. The City of Lindsay sits on top of alluvial fans and streams, including Cross Creek, Cottonwood Creek and Lewis Creek. The soil in the proposed Project area is characterized as moderately deep, well-drained, loam underlain by clay and hardpan. Adjacent to the eastern edge of the City Limits lie foothills which are known to experience dip slopes and fracturing. This area is at moderate risk for landslides, but is nowhere near the vicinity of the Project site, which is in western Lindsay. See also Response a-ii. There is *no impact*.

Mitigation Measures: None are required.

d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial risks to life or property?

Less than Significant Impact. See Responses (c) and (a-ii). The impact is *less than significant*.

Mitigation Measures: None are required.

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?

No Impact. The project will tie into the City's existing wastewater system and will not require installation of a septic tank or alternate wastewater disposal system. There is *no impact*.

Mitigation Measures: None are required.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. As identified in the cultural evaluation performed for the project site, there are no known paleontological resources on or near the site (See Section V. for more details).

Mitigation measures have been added that will protect unknown (buried) resources during construction, including paleontological resources. There are no unique geological features on site or in the area. Therefore, there is a *less than significant impact*.

Mitigation Measures: None are required.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

RESPONSES

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Greenhouse gas emissions would generate from long-term area and mobile sources as well as indirectly from energy consumption. Mobile sources would include residential vehicle trips and area source emissions would result from consumption of natural gas and electricity. As discussed above, projects implementing BPS would not require quantification of specific greenhouse gas emissions and such projects would be determined to have a less than significant individual and cumulative impact for greenhouse gas emissions; however, GHG gas emissions are also quantified and provided in Table 1. As such, the proposed Project's greenhouse gas emissions would not be considered a significant impact if the Project would implement BPS strategies, in accordance with SJVAPCD recommendations. Exact project feature details are not yet available, therefore, the implementation of **GHG-1** would ensure that any impacts remain *less than significant*.

Mitigation Measures

GHG-1: The project developer shall demonstrate compliance with the applicable BPS strategies to the Planning Division prior to the issuance of a building permit. The following PBS strategies are considered to be applicable, feasible, and effective in reducing greenhouse gas emissions generated by the project:

- The project developer shall provide a pedestrian access network that internally links all residential units and connects to the existing surrounding external streets and pedestrian facilities.

- The project developer shall ensure site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as wells, berms, landscaping, and slopes between residential uses that impede bicycle or pedestrian circulation shall be eliminated. In addition, barriers to pedestrian access of neighboring facilities and sites shall be minimized.
- Any transit stops associated with the project shall be provided with safe and convenient bicycle/pedestrian access and provide essential transit stop improvements (i.e., shelters, route information, benches, and lighting).
- The project developer shall install energy efficient roofing materials.
- The project developer shall plant trees to provide shade.
- The project developer shall install only natural gas or electric stoves in residences. The project developer shall install energy efficient heating and cooling systems, appliances and equipment, and control systems.

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

Less Than Significant. As discussed above, the SJVAPCD adopted guidance that relies on the use of BPS strategies to assess significance of project-specific greenhouse gas emissions impacts. Project implementing BPS strategies in accordance with SJVAPCD's guidance would be determined to have a less than significant impact on greenhouse gas emissions and would not require project specific quantification of greenhouse gas emissions. With implementation of GHG-1, the proposed Project would implement BPS strategies as discussed in the SJVAPCD's Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. Therefore, the proposed Project would not conflict with policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases. Any impacts would be *less than significant*.

Mitigation Measures: None are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

response plan or emergency evacuation plan?

- g. Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?

RESPONSES

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The proposed Project consists of the change of land use and zone designation to allow for the future development of multi-family residential units on 3.5 acres of land. Proposed Project construction activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. In addition, the Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit program through the submission and implementation of a Stormwater Pollution Prevention Plan during construction activities to prevent contaminated runoff from leaving the project site. Therefore, no significant impacts would occur during construction activities.

The operational phase of the proposed Project would occur after construction is completed and residents move in to occupy the structures on a day-to-day basis. The proposed Project includes land uses that are considered compatible with the surrounding uses. None of these land uses routinely transport, use, or dispose of hazardous materials, or present a reasonably foreseeable release of hazardous materials, with the exception of common residential grade hazardous materials such as household and commercial cleaners, paint, etc. The proposed Project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials, nor would a significant hazard to the public or to the environment through the reasonably foreseeable upset and accidental conditions involving the likely release of hazardous materials into the environment occur. Therefore, the proposed Project will not create a significant hazard to the public or the environment and any impacts would be *less than significant*.

Mitigation Measures: None are required.

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?

Less than Significant Impact. See Response a. above. Any accumulated hazardous construction or operational wastes will be collected and transported away from the site in compliance with all federal, state and local regulations. Any impacts would be *less than significant*.

Mitigation Measures: None are required.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Jefferson Elementary School is within a quarter of a mile south of the proposed Project site. As the proposed Project includes a land use designation change and zone change for the development of multi-family residences, it is not reasonably foreseeable that the proposed Project will cause a significant impact by emitting hazardous waste or bringing hazardous materials within one-quarter mile of an existing or proposed school. Residential land uses do not generate, store, or dispose of significant quantities of hazardous materials. Such uses also do not normally involve dangerous activities that could expose persons onsite or in the surrounding areas to large quantities of hazardous materials. See also Responses a. and b. regarding hazardous material handling. The impact is *less than significant*.

Mitigation Measures: None are required.

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?

No Impact. The proposed Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Geotracker and DTSC Envirostor databases – accessed in October 2019). The nearest Department of Toxic Substances Control listed site is the American Can Company site on North Mount Vernon Avenue, located approximately 0.3-miles northwest of the proposed Project site. There are no hazardous materials sites that impact the Project. As such, *no impacts* would occur that would create a significant hazard to the public or the environment.

Mitigation Measures: None are required.

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?

No Impact. The proposed Project site is approximately 3.7 miles southeast of the Exeter Airport. Land use controls for this area are provided by the Tulare County General Plan and Zoning Ordinance, Part 77.21 and the Tulare County Comprehensive Airport Land Use Plan, 2012. The Project site is outside the height and safety restriction zones imposed by these plans. There is *no impact*.

Mitigation Measures: None are required.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project will not interfere with any adopted emergency response or evacuation plan. There is *no impact*.

Mitigation Measures: None are required.

g. 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?

No Impact. There are no wildlands on or near the Project site. There is *no impact*.

Mitigation Measures: None are required.

X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on- or off- site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. 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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES

- a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. The State Water Resources Control Board requires any new construction project over an acre to complete a Stormwater Pollution Prevention Plan (SWPPP). A SWPPP involves site planning and scheduling, limiting disturbed soil areas, and determining best management practices to minimize the risk of pollution and sediments being discharged from construction sites. Implementation of the SWPPP will minimize the potential for impacts associated with erosion or siltation onsite or offsite.

The proposed Project will result in wastewater from residential units that will be discharged into the City's existing wastewater treatment system. The wastewater will be typical of other urban/residential developments consisting of bathrooms, kitchen drains and other similar features. The project will not discharge any unusual or atypical wastewater. At site buildout the Project will be developed with multi-family homes instead of single-family homes. However, the number of allowable multi-family units will be reflective of the City's anticipated water usage for that designated area. Therefore, the proposed Project will not result in additional production of wastewater that was not already accounted for in the City's infrastructure planning documents.

Additionally, there will be no discharge to any surface or groundwater source. As such, the proposed Project will not violate any water quality standards and will not impact waste discharge requirements. The impact will be *less than significant*.

Mitigation Measures: None are required.

- b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

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

The site is currently mostly vacant land, with minimal current water use from the existing multi-family homes. Project demands for groundwater resources in connection with the proposed Project would not substantially deplete groundwater supplies and/or otherwise interfere with groundwater recharge efforts being implemented by the City of Lindsay. The site has been planned and designated for urban development and while the change in designation from low density residential to medium density residential would slightly increase the water demand, all potential development 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. As such, there is *a less than significant impact* to this impact area.

Mitigation Measures: None are required.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
- i. result in substantial erosion or siltation on- or offsite;
 - ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
 - iii. 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; or

iv. impede or redirect flood flows?

Less than Significant Impact. The site is mostly vacant ground, with a corrugated steel roofed structure and mutli-family homes on either side of Burem Lane. The site will be designed so that storm water is collected and deposited in the City’s existing storm drain basins, which have adequate capacity. The storm water collection system design will be subject to review and approval by the City Services Department. Storm water during construction will be managed as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the SWPPP is retained on-site during construction.

Impacts regarding the alteration of drainage patterns to increase runoff that will potentially induce flooding have been discussed in the impact analysis for Response IX-c. Storm water during construction will be managed as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the SWPPP is retained on-site during construction. All other on-site drainage will be collected and deposited in the City’s storm drain system.

Implementation of the proposed Project will not require expansion of the City’s existing stormwater system (other than onsite collection system), nor will it result in additional sources of polluted runoff. The Project would not otherwise degrade water quality and therefore the impact is *less than significant*.

Mitigation Measures: None are required.

d. In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. The Project site is not within a 100-year or 500-year flood zone, as discussed on page 13 of the General Plan. The site will be designed for adequate storm drainage.

There are no inland water bodies that could be potentially susceptible to a seiche in the Project vicinity. This precludes the possibility of a seiche inundating the Project site. The Project site is more than 100 miles from the Pacific Ocean, a condition that precludes the possibility of inundation by tsunami. There are no steep slopes that would be susceptible to a mudflow in the Project vicinity, nor are there any volcanically active features that could produce a mudflow in the City of Lindsay. This precludes the possibility of a mudflow inundating the Project site.

As such, impacts related to exposure of people or structures to a risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam would be *less than significant*.

Mitigation Measures: None are required.

XI. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES

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?

No Impact. The proposed Project is located along the western edge of the City of Lindsay, in an area of primarily suburban residential and public land uses. The majority of the proposed Project site is vacant but has a residential land use designation and zone. As a part of the Project, the Land Use Map of the Lindsay General Plan would be amended to change the land use designation of the parcels to medium density residential and the zone would be changed to RM-3 (multi-family residential), which would be consistent with the General Plan land use designation. The RM-3 zone on 3.5 acres of land would allow for the development of up to 60 multi-family units at full buildout. The construction and operation of the Project would not divide an established community.

The Project has no characteristics that would physically divide the City of Lindsay. Access to the existing surrounding areas will be improved. Upon approval of the land use change and zone change, the Project

will be subject to strict adherence to the Development Policies and Standards for Medium- and High-Density Areas, as outlined by the City of Lindsay General Plan. ¹⁰

The proposed project is located in an area that is planned for intense residential development, and is located within and near existing communities.

The proposed project will be constructed in an area planned for residential development where existing infrastructure is available, including an elementary school, neighborhood commercial shopping centers and a recreational park, all within 0.5 miles.

It is determined that the proposed project is consistent with respective general plan objectives and policies and will not significantly conflict with applicable land use plans, policies or regulations of the City of Lindsay.

No impacts would occur as a result of this Project.

Mitigation Measures: None are required.

¹⁰ Lindsay General Plan, 1989. Housing Element, page 56.

XII. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES

- 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?

No Impact. There are no known mineral resources or mineral resource recovery sites on or adjacent to the project site. Soil disturbance for the proposed Project would be limited site ground work such as grading, foundations, and installation of infrastructure. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XIII. NOISE

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b. Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact With Mitigation. According to the City’s General Plan EIR, the major noise sources in Lindsay are related to roadways and vehicle traffic. ¹¹The most significant source of noise located near the Project site would be SR 65. This dominant transportation route is less than a quarter of a mile west of the Project site and is described as producing noise levels of around 75 db. Other noise

¹¹ Lindsay General Plan, Draft EIR, 1989. The Noise Environment, page 91.

sources would include traffic on nearby residential roads, as well as noise associated with Jefferson Elementary School and the surrounding residences.

Noise from the proposed Project will be similar to existing conditions and will generally include noise from vehicles, air conditioner units and other similar equipment. Because of its location near a heavily used highway, it is not expected that the proposed Project will result in a discernable increase in noise to surrounding land uses.

Proposed Project construction related activities will involve temporary noise sources. Typical construction related equipment include graders, trenchers, small tractors and excavators. During the proposed Project construction, noise from construction related activities will contribute to the noise environment in the immediate vicinity. Activities involved in construction will generate maximum noise levels, as indicated in Table 4, ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g., mufflers) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise controls.

**Table 4
Typical Construction Noise Levels**

Type of Equipment	dBA at 50 ft	
	Without Feasible Noise Control	With Feasible Noise Control
Dozer or Tractor	80	75
Excavator	88	80
Scraper	88	80
Front End Loader	79	75
Backhoe	85	75
Grader	85	75
Truck	91	75

The distinction between short-term construction noise impacts and long-term operational noise impacts is a typical one in both CEQA documents and local noise ordinances, which generally recognize the reality that short-term noise from construction is inevitable and cannot be mitigated beyond a certain level. Thus, local agencies frequently tolerate short-term noise at levels that they would not accept for permanent noise sources. A more severe approach would be impractical and might preclude the kind of construction activities that are to be expected from time to time in urban environments. Most residents of urban areas recognize this reality and expect to hear construction activities on occasion.

Typical outdoor sources of perceptible ground borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Construction vibrations can be transient, random, or continuous. Construction associated with the proposed Project includes the construction of residences and roadways.

The approximate threshold of vibration perception is 65 VdB, while 85 VdB is the vibration acceptable only if there are an infrequent number of events per day. Table 5 describes the typical construction equipment vibration levels.

Table 5
Typical Construction Vibration Levels

Equipment	VdB at 25 ft
Small Bulldozer	58
Jackhammer	79

Vibration from construction activities will be temporary and not exceed the FTA threshold for the nearest residences which are located approximately 50 feet from the development.

Although impacts are considered less than significant, implementation of Mitigation Measure NO-1 through NO-4 will ensure that impacts remain *less than significant with mitigation incorporation*.

NO-1 During the construction period, delivery trucks serving the Project shall be limited to between 6:00 A.M. and 9:00 P.M. Monday through Friday and between 7:00 A.M. and 5:00 PM on Saturday or Sunday to avoid noise-sensitive hours of the day.

NO-2 Construction activities shall be limited to between 6:00 A.M. and 9:00 P.M. Monday through Friday and between 7:00 A.M. and 5:00 PM on Saturday or Sunday to avoid noise-sensitive hours of the day. Construction activities shall be prohibited on holidays (President’s Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving, Day after Thanksgiving, Christmas Day, and New Year’s Day).

NO-3 The construction contract shall require the construction contractor to ensure that construction equipment noise is minimized by muffling and shielding intakes and exhaust on construction equipment (in accordance with the manufacturer’s specifications) and by shrouding or shielding impact tools.

c. For a project located within the vicinity of a private airstrip or 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?

No Impact. The Project is not located within an airport land use plan. Therefore, there is *no impact*.

Mitigation Measures: None are required.

XIV. POPULATION AND HOUSING
Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

RESPONSES

- 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)?

Less than Significant Impact. The proposed Project would include the construction of up to 60 multi-family residences and internal access roads, pending approval of the previously mentioned land use designation and zoning changes. According to the Tulare County Regional Housing Needs Assessment (RHNA), the City of Lindsay needs a total 692 net new housing units between 1/1/2014 and 9/30/23.¹² Project implementation will result in a projected increase of approximately 237 residents, based on the 3.95 persons per household rate for the City of Lindsay.¹³ As the proposed Project would assist the City in reaching its RHNA goal, any impacts are *less than significant*.

Mitigation Measures: None are required.

¹² Tulare County Associated of Governments. Final Regional Housing Needs Plan for Tulare County 2014-2023. May 2014. <https://www.tularecog.org/wp-content/uploads/2015/07/Final-Regional-Housing-Needs-Plan-for-Tulare-County-2014-2023.pdf>. Accessed October 2019.

¹³ State of California Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State: 2010-2019 with 2010 Census Benchmark. Cities and Counties 2019. <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/>. Accessed October 2019.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Less than Significant. The 0.77 acres on either side of Burem Lane are previously developed with residential structures. These homes will remain. The remainder of 3.5 acres of land, which is primarily vacant, will be developed into up to 60 multi-family residences. The Project will not displace any housing and therefore there is *less than significant*.

Mitigation Measures: None are required.

XV. PUBLIC SERVICES

Would the project:

		Less than Significant		
Potentially Significant Impact	With Mitigation Incorporation	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES

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?

Less than Significant Impact. The proposed Project site will continue to be served by the City of Lindsay’s combined police/fire facility, located approximately 0.7 miles east of the site at 185 North Gale Hill Avenue. The Project developer would be required to submit plans to the City Fire Department for review and approval prior to the issuance of building permits to ensure the Project would conform to

applicable building codes and would provide an on-site fire hydrant system in the event of an on-site fire. The Project may also include new internal access roads that would provide access to emergency vehicles in the event of a fire and would connect to the larger circulation system to ensure adequate provision of emergency access to the Project site. As such, any impacts would be less *than significant*.

Police Protection?

Less than Significant Impact. The proposed Project site will continue to be served by the City of Lindsay's Police Department, located at the previously mentioned combined police/fire facility. Implementation of the proposed Project would result in an increase in demand for police services; however, this increase would be minimal compared to the number of officers currently employed by the Lindsay Police Department and would not trigger the need for new or physically altered police facilities. Additionally, the proposed Project site is in an area of the City planned for residential development. No additional police personnel or equipment is anticipated. The impact is *less than significant*.

Schools?

Less than Significant Impact. The proposed Project site is located within the Lindsay Unified School District, which provides public school services to the community of Lindsay and the surrounding areas. Jefferson Elementary School is located less than a quarter of a mile south of the proposed Project site. Other elementary schools in the district include Washington Elementary, Reagan Elementary, Roosevelt Elementary, Kennedy Elementary (K-8), and Lincoln Elementary. The Project site would be served by Lindsay High School or John J. Cairns Continuation High School for upper grades. Pursuant to California Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of school facilities. The project developer would be required to pay such fees to reduce any impacts of new residential development of school services. Payment of the developer fees will offset the addition of school-age children within the district. As such, any impacts would be *less than significant*.

Parks?

Less than Significant Impact. The nearest City park to the proposed Project site is Olive Bowl Park, approximately 0.4 miles southeast of the Project site. Northeast of the site is the City Park, approximately 0.5 miles away. The General Plan of Lindsay states that the community level recreational sites provided by school and park sites in the City ensure recreational opportunity above the maximum level that can be applied under State Law (known as the Quimby Act). This State Law enforces 5.0 developed acres of recreational land per 1,000 residents. Developer impact fees are collected by the City to ensure compliance with the Quimby Act. As such, any impacts would remain *less than significant*.

Other public facilities?

Less than Significant Impact. The proposed Project is within the land use and growth projections identified in the City's General Plan and other infrastructure studies. As such, the Project would not result in increased demand on other public facilities such as library services that has not already been planned for. Any impacts would be *less than significant*.

Mitigation Measures: None are required.

XVI. RECREATION

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

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

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?

Less than Significant Impact. As described in Impact XV(a), the City collects developer impact fees to ensure that any impacts related to recreation remain *less than significant*.

Mitigation Measures: None are required.

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?

Less than Significant Impact. The proposed Project does not include the construction of recreation facilities. *Less than significant impacts* would occur.

Mitigation Measures: None are required.

XVII. TRANSPORTATION/TRAFFIC

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES

- a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d. Result in inadequate emergency access?

Less than Significant Impact. The proposed Project consists of the change of land use and zone designation to allow for the future development of multi-family residential units on 3.5 acres of land. The Project Developer intends to construct up to 60 multi-family residential homes. Project components will likely include interior access roads, street lighting and landscaping.

According to the Institute of Transportation Engineer’s (ITE) Trip Generation Manual, 9th Edition, the proposed Project of 60 multi-family residential units are estimated to generate 349 daily vehicle trips and

31 peak PM trips; however, the project is located within ¼ mile of a grocery store, restaurants and other services which would reduce Vehicle Miles Traveled. In addition, the Project site is located within ¼ mile of an established bus transit stop.

The Project will not conflict with any congestion management programs, as none are applicable to the Project. No roadway design features associated with this proposed Project would result in an increase in hazards due to a design feature or be an incompatible use. Any impacts would be considered *less than significant*.

Mitigation Measures: None are required.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

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

- a-i, a-ii. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant Impact. A Tribal Cultural Resource (TCR) is defined under Public Resources Code section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of size and scope, sacred place, and object with cultural value to a California Native American tribe that are either included and that is listed or eligible for inclusion in the California Register of Historic Resources or in a local register of historical resources, or if the City of Lindsay, acting as the Lead Agency, supported by substantial evidence, chooses at its discretion to treat the resource as a TCR. As discussed above, under Section V, Cultural Resources, criteria (b) and (d), no known archeological resources, ethnographic sites or Native American remains are located on the proposed Project site. As discussed under criterion (b) implementation of Mitigation Measure CULT-1 would reduce impacts to unknown archaeological deposits, including TCRs, to a less than significant level. As discussed under criterion (d), compliance with California Health and Safety Code Section 7050.5 would reduce the likelihood of disturbing or discovering human remains, including those of Native Americans. Any impacts to TCR would be considered *less than significant*.

Mitigation Measures: No additional measures are required.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES

- a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. Implementation of the proposed Project would include up to 60 multi-family residential units on the Project site. The Project site is located within the service territory of the City of Lindsay's wastewater treatment plant and the City Services Department will regularly monitor the waste discharge to meet City requirements.

As discussed in Section IX, Hydrology and Water Quality, with an increase in the area of impervious surfaces on the Project site, an increase in the amount of storm water runoff is anticipated. The site will be designed so that storm water is collected and deposited in one of the City's six existing storm drain drainage basins. The storm water collection system design will be subject to review and approval by the City Services Department. Storm water during construction will be managed as part of the Storm Water Pollution Prevention Plan (SWPPP). A copy of the SWPPP is retained on-site during construction. Thus, the proposed Project would have a *less than significant impact*.

Mitigation Measures: None are required.

- b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. The Friant-Kern Canal is the primary source of water for the City of Lindsay. A secondary water supply is drawn from two wells located west of the City, which pull from subsurface aquifers and are primarily used to satisfy peak demands, low system pressures and during times when surface water is not available from the Friant-Kern Canal. Entitlements have been made available with the U.S. Bureau of Reclamation to ensure adequate supply to the City of Lindsay at all times. The City will have sufficient supply to serve the proposed Project with the proposed entitlements. As such, the proposed Project will have a *less than significant impact*.

Mitigation Measures: None are required.

- c. 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?

Less Than Significant Impact. As discussed in Section XVIII(a), implementation of the proposed Project would result in wastewater being discharged to the City's existing wastewater treatment plant. There will be no need for additional wastewater treatment service. Additionally, the Project developer would be required to comply with any applicable City and WWTF regulations and would be subject to applicable development impact fees and wastewater connection charges. Therefore, with compliance to applicable standards and payment of required fees and connection charges, the Project would not result in a significant impact related to construction or expansions of existing wastewater treatment facilities.

Mitigation Measures: None are required.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. Disposal services in the City are provided by a contracted private disposal company. All solid waste is anticipated to be delivered to the county landfill near Woodville. The Project would comply with federal, state and local statutes and regulations related to solid waste.

Implementation of the proposed Project would result in an increase in solid waste disposal needs; however, this increase would be minimal. The proposed Project would result in *less than significant* impacts to solid waste and landfill facilities.

Mitigation Measures: None are required.

e. Comply with federal, state, and local statutes and regulations related to solid waste?

Less than Significant Impact. See Response d, above. The proposed Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed Project would be required to comply with all standards related to solid waste diversion, reduction, and recycling during project construction and operation. As such, any impacts would be *less than significant*.

Mitigation Measures: None are required.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES

- a. Substantially impair an adopted emergency response plan or emergency evacuation plan?
- b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. The proposed Project is located in an area developed with residential and commercial uses, which precludes the risk of wildfire. The area is flat in nature which would limit the risk of downslope flooding and landslides, and limit any wildfire spread.

To receive building permits, the proposed Project would be required to be in compliance with the adopted emergency response plan. As such, any wildfire risk to the project structures or people would be *less than significant*.

Mitigation Measures: None are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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

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

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, 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?

Less than Significant Impact With Mitigation. The analyses of environmental issues contained in this Initial Study indicate that the proposed Project is not expected to have substantial impact on the environment or on any resources identified in the Initial Study. Mitigation measures have been incorporated in the project design to reduce all potentially significant impacts to *less than significant*.

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)?

Less than Significant Impact. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. Due to the nature of the Project and consistency with environmental policies, incremental contributions to impacts are considered less than cumulatively considerable. The proposed Project would not contribute substantially to adverse cumulative conditions, or create any substantial indirect impacts (i.e., increase in population could lead to an increase need for housing, increase in traffic, air pollutants, etc.). The impact is *less than significant*.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact With Mitigation. The analyses of environmental issues contained in this Initial Study indicate that the project is not expected to have substantial impact on human beings, either directly or indirectly. Mitigation measures have been incorporated in the Project design to reduce all potentially significant impacts to *less than significant*.

LIST OF PREPARERS

Crawford & Bowen Planning, Inc.

- Emily Bowen, LEED AP, Principal Environmental Planner
- Travis Crawford, AICP, Principal Environmental Planner

Persons and Agencies Consulted

City of Lindsay

- Mike Camarena, Director of City Services and Planning

California Historic Resources Information System

- Celeste Thomson, Coordinator

Appendix A

CALEEMOD RESULTS

Shropshire Properties Reorganization - San Joaquin Valley Unified APCD Air District, Annual

**Shropshire Properties Reorganization
San Joaquin Valley Unified APCD Air District, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse	60.00	Dwelling Unit	3.75	60,000.00	190

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2021
Utility Company					
CO2 Intensity (lb/MW hr)	0	CH4 Intensity (lb/MW hr)	0	N2O Intensity (lb/MW hr)	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Energy Mitigation -

Area Mitigation -

Construction Phase -

Construction Off-road Equipment Mitigation -

Shropshire Properties Reorganization - San Joaquin Valley Unified APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblWoodstoves	NumberCatalytic	3.75	0.00
tblWoodstoves	NumberNoncatalytic	3.75	0.00

2.0 Emissions Summary

Shropshire Properties Reorganization - San Joaquin Valley Unified APCD Air District, Annual

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					
2019	0.0346	0.3378	0.2175	3.8000e-004	0.0741	0.0181	0.0922	0.0390	0.0168	0.0558	0.0000	34.1420	34.1420	9.0800e-003	0.0000	34.3691
2020	0.8329	2.3265	2.1411	3.7400e-003	0.0443	0.1305	0.1747	0.0119	0.1226	0.1345	0.0000	325.4570	325.4570	0.0694	0.0000	327.1919
Maximum	0.8329	2.3265	2.1411	3.7400e-003	0.0741	0.1305	0.1747	0.0390	0.1226	0.1345	0.0000	325.4570	325.4570	0.0694	0.0000	327.1919

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					
2019	0.0346	0.3378	0.2175	3.8000e-004	0.0741	0.0181	0.0922	0.0390	0.0168	0.0558	0.0000	34.1420	34.1420	9.0800e-003	0.0000	34.3690
2020	0.8329	2.3265	2.1411	3.7400e-003	0.0443	0.1305	0.1747	0.0119	0.1226	0.1345	0.0000	325.4567	325.4567	0.0694	0.0000	327.1916
Maximum	0.8329	2.3265	2.1411	3.7400e-003	0.0741	0.1305	0.1747	0.0390	0.1226	0.1345	0.0000	325.4567	325.4567	0.0694	0.0000	327.1916

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

Shropshire Properties Reorganization - San Joaquin Valley Unified APCD Air District, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	11-1-2019	1-31-2020	0.6293	0.6293
2	2-1-2020	4-30-2020	0.7194	0.7194
3	5-1-2020	7-31-2020	0.7350	0.7350
4	8-1-2020	9-30-2020	0.4873	0.4873
		Highest	0.7350	0.7350

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	0.3068	0.0276	0.4560	1.7000e-004		4.2800e-003	4.2800e-003		4.2800e-003	4.2800e-003	0.0000	26.7202	26.7202	1.2000e-003	4.8000e-004	26.8923
Energy	5.8100e-003	0.0497	0.0211	3.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003	0.0000	57.5227	57.5227	1.1000e-003	1.0500e-003	57.8645
Mobile	0.1278	1.3801	1.3281	6.2600e-003	0.3748	5.7500e-003	0.3805	0.1008	5.4300e-003	0.1062	0.0000	580.7170	580.7170	0.0385	0.0000	581.6793
Waste						0.0000	0.0000		0.0000	0.0000	5.6026	0.0000	5.6026	0.3311	0.0000	13.8801
Water						0.0000	0.0000		0.0000	0.0000	1.2402	0.0000	1.2402	0.1274	3.0100e-003	5.3211
Total	0.4404	1.4573	1.8052	6.7500e-003	0.3748	0.0141	0.3888	0.1008	0.0137	0.1145	6.8428	664.9599	671.8026	0.4993	4.5400e-003	685.6373

Shropshire Properties Reorganization - San Joaquin Valley Unified APCD Air District, Annual

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	0.3068	0.0276	0.4560	1.7000e-004		4.2800e-003	4.2800e-003		4.2800e-003	4.2800e-003	0.0000	26.7202	26.7202	1.2000e-003	4.8000e-004	26.8923
Energy	5.8100e-003	0.0497	0.0211	3.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003	0.0000	57.5227	57.5227	1.1000e-003	1.0500e-003	57.8645
Mobile	0.1278	1.3801	1.3281	6.2600e-003	0.3748	5.7500e-003	0.3805	0.1008	5.4300e-003	0.1062	0.0000	580.7170	580.7170	0.0385	0.0000	581.6793
Waste						0.0000	0.0000		0.0000	0.0000	5.6026	0.0000	5.6026	0.3311	0.0000	13.8801
Water						0.0000	0.0000		0.0000	0.0000	1.2402	0.0000	1.2402	0.1274	3.0100e-003	5.3211
Total	0.4404	1.4573	1.8052	6.7500e-003	0.3748	0.0141	0.3888	0.1008	0.0137	0.1145	6.8428	664.9599	671.8026	0.4993	4.5400e-003	685.6373

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

3.0 Construction Detail

Construction Phase

Shropshire Properties Reorganization - San Joaquin Valley Unified APCD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	11/29/2019	12/5/2019	5	5	
2	Grading	Grading	12/6/2019	12/17/2019	5	8	
3	Building Construction	Building Construction	12/18/2019	11/3/2020	5	230	
4	Paving	Paving	11/4/2020	11/27/2020	5	18	
5	Architectural Coating	Architectural Coating	11/28/2020	12/23/2020	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 121,500; Residential Outdoor: 40,500; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Shropshire Properties Reorganization - San Joaquin Valley Unified APCD Air District, Annual

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	2	6.00	9	0.56
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
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
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	43.00	6.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	9.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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3.1 Mitigation Measures Construction

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 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					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0108	0.1139	0.0552	9.0000e-005		5.9800e-003	5.9800e-003		5.5000e-003	5.5000e-003	0.0000	8.5422	8.5422	2.7000e-003	0.0000	8.6097
Total	0.0108	0.1139	0.0552	9.0000e-005	0.0452	5.9800e-003	0.0512	0.0248	5.5000e-003	0.0303	0.0000	8.5422	8.5422	2.7000e-003	0.0000	8.6097

Shropshire Properties Reorganization - San Joaquin Valley Unified APCD Air District, Annual

3.2 Site Preparation - 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	2.1000e-004	1.5000e-004	1.4800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3334	0.3334	1.0000e-005	0.0000	0.3337
Total	2.1000e-004	1.5000e-004	1.4800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3334	0.3334	1.0000e-005	0.0000	0.3337

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					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0108	0.1139	0.0552	9.0000e-005		5.9800e-003	5.9800e-003		5.5000e-003	5.5000e-003	0.0000	8.5422	8.5422	2.7000e-003	0.0000	8.6097
Total	0.0108	0.1139	0.0552	9.0000e-005	0.0452	5.9800e-003	0.0512	0.0248	5.5000e-003	0.0303	0.0000	8.5422	8.5422	2.7000e-003	0.0000	8.6097

Shropshire Properties Reorganization - San Joaquin Valley Unified APCD Air District, Annual

3.2 Site Preparation - 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	2.1000e-004	1.5000e-004	1.4800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3334	0.3334	1.0000e-005	0.0000	0.3337
Total	2.1000e-004	1.5000e-004	1.4800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3334	0.3334	1.0000e-005	0.0000	0.3337

3.3 Grading - 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					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0103	0.1134	0.0652	1.2000e-004		5.5900e-003	5.5900e-003		5.1400e-003	5.1400e-003	0.0000	10.6569	10.6569	3.3700e-003	0.0000	10.7412
Total	0.0103	0.1134	0.0652	1.2000e-004	0.0262	5.5900e-003	0.0318	0.0135	5.1400e-003	0.0186	0.0000	10.6569	10.6569	3.3700e-003	0.0000	10.7412

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3.3 Grading - 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	2.8000e-004	2.0000e-004	1.9700e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4445	0.4445	1.0000e-005	0.0000	0.4449
Total	2.8000e-004	2.0000e-004	1.9700e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4445	0.4445	1.0000e-005	0.0000	0.4449

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					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0103	0.1134	0.0652	1.2000e-004		5.5900e-003	5.5900e-003		5.1400e-003	5.1400e-003	0.0000	10.6569	10.6569	3.3700e-003	0.0000	10.7412
Total	0.0103	0.1134	0.0652	1.2000e-004	0.0262	5.5900e-003	0.0318	0.0135	5.1400e-003	0.0186	0.0000	10.6569	10.6569	3.3700e-003	0.0000	10.7412

Shropshire Properties Reorganization - San Joaquin Valley Unified APCD Air District, Annual

3.3 Grading - 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	2.8000e-004	2.0000e-004	1.9700e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4445	0.4445	1.0000e-005	0.0000	0.4449
Total	2.8000e-004	2.0000e-004	1.9700e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4445	0.4445	1.0000e-005	0.0000	0.4449

3.4 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	0.0118	0.1054	0.0858	1.3000e-004		6.4500e-003	6.4500e-003		6.0600e-003	6.0600e-003	0.0000	11.7552	11.7552	2.8600e-003	0.0000	11.8268
Total	0.0118	0.1054	0.0858	1.3000e-004		6.4500e-003	6.4500e-003		6.0600e-003	6.0600e-003	0.0000	11.7552	11.7552	2.8600e-003	0.0000	11.8268

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3.4 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	1.5000e-004	4.0000e-003	8.0000e-004	1.0000e-005	2.0000e-004	3.0000e-005	2.3000e-004	6.0000e-005	3.0000e-005	9.0000e-005	0.0000	0.8170	0.8170	7.0000e-005	0.0000	0.8187
Worker	1.0000e-003	7.0000e-004	7.0600e-003	2.0000e-005	1.7200e-003	1.0000e-005	1.7300e-003	4.6000e-004	1.0000e-005	4.7000e-004	0.0000	1.5929	1.5929	5.0000e-005	0.0000	1.5941
Total	1.1500e-003	4.7000e-003	7.8600e-003	3.0000e-005	1.9200e-003	4.0000e-005	1.9600e-003	5.2000e-004	4.0000e-005	5.6000e-004	0.0000	2.4098	2.4098	1.2000e-004	0.0000	2.4128

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	0.0118	0.1054	0.0858	1.3000e-004		6.4500e-003	6.4500e-003		6.0600e-003	6.0600e-003	0.0000	11.7552	11.7552	2.8600e-003	0.0000	11.8268
Total	0.0118	0.1054	0.0858	1.3000e-004		6.4500e-003	6.4500e-003		6.0600e-003	6.0600e-003	0.0000	11.7552	11.7552	2.8600e-003	0.0000	11.8268

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3.4 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	1.5000e-004	4.0000e-003	8.0000e-004	1.0000e-005	2.0000e-004	3.0000e-005	2.3000e-004	6.0000e-005	3.0000e-005	9.0000e-005	0.0000	0.8170	0.8170	7.0000e-005	0.0000	0.8187
Worker	1.0000e-003	7.0000e-004	7.0600e-003	2.0000e-005	1.7200e-003	1.0000e-005	1.7300e-003	4.6000e-004	1.0000e-005	4.7000e-004	0.0000	1.5929	1.5929	5.0000e-005	0.0000	1.5941
Total	1.1500e-003	4.7000e-003	7.8600e-003	3.0000e-005	1.9200e-003	4.0000e-005	1.9600e-003	5.2000e-004	4.0000e-005	5.6000e-004	0.0000	2.4098	2.4098	1.2000e-004	0.0000	2.4128

3.4 Building Construction - 2020

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	0.2332	2.1105	1.8533	2.9600e-003		0.1229	0.1229		0.1155	0.1155	0.0000	254.7710	254.7710	0.0622	0.0000	256.3249
Total	0.2332	2.1105	1.8533	2.9600e-003		0.1229	0.1229		0.1155	0.1155	0.0000	254.7710	254.7710	0.0622	0.0000	256.3249

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3.4 Building Construction - 2020

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	2.6200e-003	0.0803	0.0152	1.9000e-004	4.3800e-003	4.4000e-004	4.8200e-003	1.2600e-003	4.2000e-004	1.6900e-003	0.0000	17.8213	17.8213	1.4100e-003	0.0000	17.8565
Worker	0.0200	0.0136	0.1379	3.8000e-004	0.0378	2.7000e-004	0.0381	0.0101	2.5000e-004	0.0103	0.0000	33.9581	33.9581	9.7000e-004	0.0000	33.9825
Total	0.0226	0.0939	0.1532	5.7000e-004	0.0422	7.1000e-004	0.0429	0.0113	6.7000e-004	0.0120	0.0000	51.7794	51.7794	2.3800e-003	0.0000	51.8389

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	0.2332	2.1105	1.8533	2.9600e-003		0.1229	0.1229		0.1155	0.1155	0.0000	254.7707	254.7707	0.0622	0.0000	256.3246
Total	0.2332	2.1105	1.8533	2.9600e-003		0.1229	0.1229		0.1155	0.1155	0.0000	254.7707	254.7707	0.0622	0.0000	256.3246

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3.4 Building Construction - 2020

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	2.6200e-003	0.0803	0.0152	1.9000e-004	4.3800e-003	4.4000e-004	4.8200e-003	1.2600e-003	4.2000e-004	1.6900e-003	0.0000	17.8213	17.8213	1.4100e-003	0.0000	17.8565
Worker	0.0200	0.0136	0.1379	3.8000e-004	0.0378	2.7000e-004	0.0381	0.0101	2.5000e-004	0.0103	0.0000	33.9581	33.9581	9.7000e-004	0.0000	33.9825
Total	0.0226	0.0939	0.1532	5.7000e-004	0.0422	7.1000e-004	0.0429	0.0113	6.7000e-004	0.0120	0.0000	51.7794	51.7794	2.3800e-003	0.0000	51.8389

3.5 Paving - 2020

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	0.0107	0.1062	0.1105	1.7000e-004		5.8600e-003	5.8600e-003		5.4000e-003	5.4000e-003	0.0000	14.7348	14.7348	4.6300e-003	0.0000	14.8506
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0107	0.1062	0.1105	1.7000e-004		5.8600e-003	5.8600e-003		5.4000e-003	5.4000e-003	0.0000	14.7348	14.7348	4.6300e-003	0.0000	14.8506

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3.5 Paving - 2020

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	7.6000e-004	5.2000e-004	5.2500e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2923	1.2923	4.0000e-005	0.0000	1.2932
Total	7.6000e-004	5.2000e-004	5.2500e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2923	1.2923	4.0000e-005	0.0000	1.2932

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	0.0107	0.1062	0.1105	1.7000e-004		5.8600e-003	5.8600e-003		5.4000e-003	5.4000e-003	0.0000	14.7348	14.7348	4.6300e-003	0.0000	14.8506
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0107	0.1062	0.1105	1.7000e-004		5.8600e-003	5.8600e-003		5.4000e-003	5.4000e-003	0.0000	14.7348	14.7348	4.6300e-003	0.0000	14.8506

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3.5 Paving - 2020

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	7.6000e-004	5.2000e-004	5.2500e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2923	1.2923	4.0000e-005	0.0000	1.2932
Total	7.6000e-004	5.2000e-004	5.2500e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2923	1.2923	4.0000e-005	0.0000	1.2932

3.6 Architectural Coating - 2020

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	0.5632					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1800e-003	0.0152	0.0165	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	2.2979	2.2979	1.8000e-004	0.0000	2.3024
Total	0.5653	0.0152	0.0165	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	2.2979	2.2979	1.8000e-004	0.0000	2.3024

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3.6 Architectural Coating - 2020

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	3.4000e-004	2.3000e-004	2.3600e-003	1.0000e-005	6.5000e-004	0.0000	6.5000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5815	0.5815	2.0000e-005	0.0000	0.5819
Total	3.4000e-004	2.3000e-004	2.3600e-003	1.0000e-005	6.5000e-004	0.0000	6.5000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5815	0.5815	2.0000e-005	0.0000	0.5819

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	0.5632					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1800e-003	0.0152	0.0165	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	2.2979	2.2979	1.8000e-004	0.0000	2.3024
Total	0.5653	0.0152	0.0165	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	2.2979	2.2979	1.8000e-004	0.0000	2.3024

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3.6 Architectural Coating - 2020

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	3.4000e-004	2.3000e-004	2.3600e-003	1.0000e-005	6.5000e-004	0.0000	6.5000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5815	0.5815	2.0000e-005	0.0000	0.5819
Total	3.4000e-004	2.3000e-004	2.3600e-003	1.0000e-005	6.5000e-004	0.0000	6.5000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5815	0.5815	2.0000e-005	0.0000	0.5819

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1278	1.3801	1.3281	6.2600e-003	0.3748	5.7500e-003	0.3805	0.1008	5.4300e-003	0.1062	0.0000	580.7170	580.7170	0.0385	0.0000	581.6793
Unmitigated	0.1278	1.3801	1.3281	6.2600e-003	0.3748	5.7500e-003	0.3805	0.1008	5.4300e-003	0.1062	0.0000	580.7170	580.7170	0.0385	0.0000	581.6793

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	348.60	340.20	290.40	982,608	982,608
Total	348.60	340.20	290.40	982,608	982,608

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	10.80	7.30	7.50	45.60	19.00	35.40	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.506092	0.032602	0.169295	0.124521	0.019914	0.005374	0.021664	0.110051	0.001797	0.001623	0.005307	0.000969	0.000792

5.0 Energy Detail

Historical Energy Use: N

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5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	5.8100e-003	0.0497	0.0211	3.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003	0.0000	57.5227	57.5227	1.1000e-003	1.0500e-003	57.8645
NaturalGas Unmitigated	5.8100e-003	0.0497	0.0211	3.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003	0.0000	57.5227	57.5227	1.1000e-003	1.0500e-003	57.8645

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	1.07793e+006	5.8100e-003	0.0497	0.0211	3.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003	0.0000	57.5227	57.5227	1.1000e-003	1.0500e-003	57.8645
Total		5.8100e-003	0.0497	0.0211	3.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003	0.0000	57.5227	57.5227	1.1000e-003	1.0500e-003	57.8645

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					
Condo/Townhouse	1.07793e+006	5.8100e-003	0.0497	0.0211	3.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003	0.0000	57.5227	57.5227	1.1000e-003	1.0500e-003	57.8645
Total		5.8100e-003	0.0497	0.0211	3.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003	0.0000	57.5227	57.5227	1.1000e-003	1.0500e-003	57.8645

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	330486	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	330484	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

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Use only Natural Gas Hearths

	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	0.3068	0.0276	0.4560	1.7000e-004		4.2800e-003	4.2800e-003		4.2800e-003	4.2800e-003	0.0000	26.7202	26.7202	1.2000e-003	4.8000e-004	26.8923
Unmitigated	0.3068	0.0276	0.4560	1.7000e-004		4.2800e-003	4.2800e-003		4.2800e-003	4.2800e-003	0.0000	26.7202	26.7202	1.2000e-003	4.8000e-004	26.8923

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	0.0563					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2343					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.6300e-003	0.0224	9.5500e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9924	25.9924	5.0000e-004	4.8000e-004	26.1469
Landscaping	0.0135	5.1500e-003	0.4465	2.0000e-005		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003	0.0000	0.7277	0.7277	7.1000e-004	0.0000	0.7454
Total	0.3068	0.0276	0.4560	1.6000e-004		4.2700e-003	4.2700e-003		4.2700e-003	4.2700e-003	0.0000	26.7202	26.7202	1.2100e-003	4.8000e-004	26.8923

Shropshire Properties Reorganization - San Joaquin Valley Unified APCD Air District, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0563					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2343					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.6300e-003	0.0224	9.5500e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9924	25.9924	5.0000e-004	4.8000e-004	26.1469
Landscaping	0.0135	5.1500e-003	0.4465	2.0000e-005		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003	0.0000	0.7277	0.7277	7.1000e-004	0.0000	0.7454
Total	0.3068	0.0276	0.4560	1.6000e-004		4.2700e-003	4.2700e-003		4.2700e-003	4.2700e-003	0.0000	26.7202	26.7202	1.2100e-003	4.8000e-004	26.8923

7.0 Water Detail

7.1 Mitigation Measures Water

Shropshire Properties Reorganization - San Joaquin Valley Unified APCD Air District, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.2402	0.1274	3.0100e-003	5.3211
Unmitigated	1.2402	0.1274	3.0100e-003	5.3211

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	3.90924 / 2.46452	1.2402	0.1274	3.0100e-003	5.3211
Total		1.2402	0.1274	3.0100e-003	5.3211

Shropshire Properties Reorganization - San Joaquin Valley Unified APCD Air District, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	3.90924 / 2.46452	1.2402	0.1274	3.0100e-003	5.3211
Total		1.2402	0.1274	3.0100e-003	5.3211

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	5.6026	0.3311	0.0000	13.8801
Unmitigated	5.6026	0.3311	0.0000	13.8801

Shropshire Properties Reorganization - San Joaquin Valley Unified APCD Air District, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	27.6	5.6026	0.3311	0.0000	13.8801
Total		5.6026	0.3311	0.0000	13.8801

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	27.6	5.6026	0.3311	0.0000	13.8801
Total		5.6026	0.3311	0.0000	13.8801

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Shropshire Properties Reorganization - San Joaquin Valley Unified APCD Air District, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Appendix B

CHRIS RESULTS

To: Emily Bowen
Crawford Bowen Planning, Inc.
113 N. Church Street, Suite 302
Visalia, CA 93291

Record Search 19-424

Date: October 29, 2019

Re: City of Lindsay Shropshire Property Project

County: Tulare

Map(s): Lindsay 7.5'

CULTURAL RESOURCES RECORDS SEARCH

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

The following are the results of a search of the cultural resource files at the Southern San Joaquin Valley Information Center. These files include known and recorded cultural resources sites, inventory and excavation reports filed with this office, and resources listed on the National Register of Historic Places, Historic Property Directory, California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area.

PRIOR CULTURAL RESOURCE STUDIES CONDUCTED WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

According to the information in our files, there have been no previous cultural resource studies within the project area. There have been 12 studies conducted within the one-half mile radius, TU-00010, 00441, 00691, 00951, 01103, 01181, 01301, 01331, 01337, 01598, 01673, and 01840.

KNOWN/RECORDED CULTURAL RESOURCES WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

There are no recorded cultural resources within the project area, and it is not known if any exist there. There are two recorded resources within the one-half mile radius, P-15-004626 and California State Historic Landmark #471.

California State Historic Landmark #471 is the Butterfield Stage Route. There are no other recorded cultural resources within the project area that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

COMMENTS AND RECOMMENDATIONS

We understand this project consists of a change of land use and zone designation to allow for the future development of multi-family residential units on 3.5 acres of land. Further, we understand a 1.36 acre portion of the proposed site is developed with a metal building and broken concrete, and the remaining 2.17 acres of the proposed site is vacant and undeveloped. Because a cultural resources study has never been completed on this property, it is unknown if any exist there. Additionally, the age of the metal structure was not provided. If it is more than 45 years old, we recommend it be recorded and evaluated for historical significance by a qualified, professional consultant prior to alteration or demolition. We also recommend a qualified, professional cultural resources consultant conduct a field survey of the vacant land prior to ground disturbance activities to determine if any cultural resources are present. A list of qualified consultants can be found at www.chrisinfo.org.

We also recommend that you contact the Native American Heritage Commission in Sacramento. They will provide you with a current list of Native American individuals/organizations that can assist you with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file in order to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed. Finally, please consult with the lead agency on this project to determine if any other cultural resource investigation is required. If you need any additional information or have any questions or concerns, please contact our office at (661) 654-2289.

By:

Celeste M. Thomson, Coordinator

Date: October 29, 2019

Please note that invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for the City of Lindsay’s Shropshire Properties Project (proposed Project). The MMRP lists mitigation measures recommended in the IS/MND for the proposed Project and identifies monitoring and reporting requirements as well as conditions recommended by responsible agencies who commented on the project.

The first column of the Table identifies the mitigation measure. The second column, entitled “Party Responsible for Implementing Mitigation,” names the party responsible for carrying out the required action. The third column, “Implementation Timing,” identifies the time the mitigation measure should be initiated. The fourth column, “Party Responsible for Monitoring,” names the party ultimately responsible for ensuring that the mitigation measure is implemented. The last column will be used by the City to ensure that individual mitigation measures have been monitored.

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
BIO-1 Avoidance. If feasible, Project construction will occur outside of the avian nesting season, typically defined as February 1st through August 31st. If construction takes place entirely outside of the nesting season, impacts to nesting tricolored blackbirds will be absent and no other action is necessary.	Project Developer	Prior to and during construction	Project Developer / City of Lindsay	
BIO-2 Pre-construction Surveys. If Project construction must occur during the nesting season, a pre-construction survey shall be conducted by a qualified biologist for nesting tricolored blackbirds within 15 days of the onset of construction. All suitable habitats of the BSA will be covered during this survey.	Project Developer	Prior to and during construction	Project Developer / City of Lindsay	
BIO-3 Establish Buffers. If active nests are identified within or near construction zones, an appropriate construction-free buffer will be established around the nests (as determined by a qualified biologist) and maintained until the nesting season is over, or until the biologist determines the nests are no longer active.	Project Developer	Prior to and during construction	Project Developer / City of Lindsay	
BIO-4 Avoidance. In order to avoid impacts to nesting birds, Project construction will take place between September 1 and January	Project Developer	Prior to and during construction	Project Developer / City of Lindsay	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
31, outside of the typical avian nesting season.				
BIO-5 Pre-construction Surveys. If Project construction must occur between February 1 and August 31, a qualified biologist will conduct pre-construction surveys for active bird nests within 15 days of the onset of these activities.	Project Developer	Prior to and during construction	Project Developer / City of Lindsay	
BIO-6 Establish Buffers. Should any active nests be discovered in or near proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged.	Project Developer	Prior to and during construction	Project Developer / City of Lindsay	
CUL-1 <ul style="list-style-type: none"> Before initiation of construction or ground-disturbing activities associated with the Project, the Project proponent for all Project phases shall require all construction personnel to be alerted to the possibility of buried cultural resources, including historic, archeological and paleontological resources; 	City of Lindsay	Prior to and during construction	Project Applicant	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
<ul style="list-style-type: none"> • The general contractor and its supervisory staff shall be responsible for monitoring the construction Project for disturbance of cultural resources; and • If a potentially significant historical, archaeological, or paleontological resource, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains or trash deposits are encountered during subsurface construction activities (i.e., trenching, grading), all construction activities within a 100-foot radius of the identified potential resource shall cease until a qualified archaeologist evaluates the item for its significance and records the item on the appropriate State Department of Parks and Recreation (DPR) forms. The archaeologist shall determine whether the item requires further study. If, after the qualified archaeologist conducts appropriate technical analyses, the item is determined to be significant under California Environmental Quality Act, the archaeologist shall recommend feasible mitigation measures, which may include avoidance, preservation in place or other 				

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
appropriate measure, as outlined in Public Resources Code section 21083.2. .				
CUL-2 The developer shall incorporate into the construction contract(s) a provision that in the event a fossil or fossil formations are discovered during any subsurface construction activities for the proposed Project (i.e., trenching, grading), all excavations within 100 feet of the find shall be temporarily halted until the find is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall notify the appropriate representative at the City of Lindsay, who shall coordinate with the paleontologist as to any necessary investigation of the find. If the find is determined to be significant under CEQA, the City shall implement those measures, which may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code section 21083.2.	Project Developer	During construction	Project Developer	
GHG-1 The project developer shall demonstrate compliance with the applicable BPS strategies to the Planning Division prior to the issuance of a building permit. The following PBS strategies are considered to be				

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
<p>applicable, feasible, and effective in reducing greenhouse gas emissions generated by the project:</p> <ul style="list-style-type: none"> • The project developer shall provide a pedestrian access network that internally links all residential units and connects to the existing surrounding external streets and pedestrian facilities. • The project developer shall ensure site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as wells, berms, landscaping, and slopes between residential uses that impede bicycle or pedestrian circulation shall be eliminated. In addition, barriers to pedestrian access of neighboring facilities and sites shall be minimized. • Any transit stops associated with the project shall be provided with safe and convenient bicycle/pedestrian access and provide essential transit stop improvements (i.e., shelters, route information, benches, and lighting). • The project developer shall install energy efficient roofing materials. • The project developer shall plant trees to provide shade. • The project developer shall install only natural gas or electric stoves in residences. The project developer shall install energy efficient heating and 				

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
cooling systems, appliances and equipment, and control systems.				
NO-1 During construction activities, delivery trucks serving the Project shall be limited to between 6:00 A.M. and 9:00 P.M. Monday through Friday and between 7:00 A.M. and 5:00 PM on Saturday or Sunday to avoid noise-sensitive hours of the day.	Project Developer	During construction and operation	Project Developer	
NO- 2 Construction activities shall be limited to between 6:00 A.M. and 9:00 P.M. Monday through Friday and between 7:00 A.M. and 5:00 PM on Saturday or Sunday to avoid noise-sensitive hours of the day. Construction activities shall be prohibited on holidays (President's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving, Day after Thanksgiving, Christmas Day, and New Year's Day).	Project Developer	During construction and operation	Project Developer	
NO-3 The Project Developer shall require the construction contractor to ensure that construction equipment noise is minimized by muffling and shielding intakes and exhaust on construction equipment (in accordance with the manufacturer's specifications) and by shrouding or shielding impact tools.	Project Developer	During construction	Project Developer	