

Woodlake General Plan Draft Environmental Impact Report

4.06 GROUND WATER

4.061 Existing Conditions

Ground water is contained in an unconfined aquifer situated under Woodlake. The source of water for this aquifer is the snowmelt runoff from the nearby Sierras. Over the last 30 to 40 years, an “overdraft” condition has occurred in the southern San Joaquin Valley and more specifically, in the Kaweah River Basin. This “overdraft” has caused local groundwater levels to drop.

The Department of Health Services' Sanitary Engineering Branch enforces drinking water standards as set forth in the State's Domestic Water Quality and Monitoring Regulations, Title 22, California Code of Regulations. They are responsible for monitoring water quality to determine if domestic sources are meeting bacteriological, turbidity, organic and inorganic standards. A 1983 study, conducted for the State Water Resources Control Board, showed that 50 different pesticides were found in groundwater in 23 California counties, Tulare County being one of them.

The City of Woodlake's domestic wells pull water from depths ranging from 100 to 150 feet. The standing water table depth in 2007 was 20 feet along the St. Johns River. This depth ranges during the year. It is higher (shallower) in the Spring and lower (deeper) in the late Summer.

For additional information on ground water the reader is referred to the following environmental documents.

Numerical Groundwater Flow Model for the Kaweah Delta Water Conservation District, April, 2005.

4.062 Environmental Impacts

Urban development consistent with General Plan will result in an increased demand for ground water. Presently, with a population of 7,524, Woodlake uses about 2.094 million gallons of water per day (278 gallons per day per person). Five domestic wells generate During the winter, the per capita use is approximately 108 gallon per day. In the summer it increases dramatically to 3.958 million gallons per day or 526 gallons per day per person.

The population projections contained in the General Plan indicate that by the year 2028,

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Woodlake will have a population that could range from 9,881 to 11,089 persons. Using 2008 water demand figures, Woodlake's demand for water could increase to between 2.75 and 3.086 million gallons of water per day by 2028. This will require installation of one to two wells over the next 20 years. The installation of these wells will be financed by developer impact fees and monthly service charges.

An acre of residential development consumes about 4.8 acre feet of water per year, based on 4.0 residential units per acre, 3.86 persons per unit and a water demand of 278 gallons per day per person. Most of the land that will be replaced by residential development during the planning period is currently under agricultural production. On average, agricultural land (citrus and olives) consumes between three and four acre feet of water per year for irrigation. During wet years, much of this water arrives as surface water from the Wutchumna Water Company and other irrigation districts and ditch companies. This source is supplemented with water that is pumped from the ground. During dry years, more irrigation water comes from the ground and less from surface water sources.

Irrigation officials generally agree that one acre of urbanized land consumes about the same amount of ground water as agricultural land, although in the case of Woodlake, an acre of urbanized land may actually consume more water than an acre of agricultural land. During dry years, urban uses place a greater pumping pressure on the ground water system than agricultural land. This causes the water table to drop creating problems involving higher energy and increased well drilling costs.

Based on the information outlined above, the General Plan will have a more significant impact on the ground water system than would agricultural land that is devoted to citrus, olives or field crop. The land use conversion caused by the General Plan will exacerbate the overdraft condition that exists in the Kaweah River Basin; however, the additional overdraft caused by the General Plan is not significant when compared to the Basin's entire overdraft problem. The project will however have a cumulative impact on the Basin's overdraft condition.

4.063 Mitigation Measures and Monitoring

The Open Space, Parks, Recreation and Conservation Element of the General Plan provides numerous policies that mitigate urban development's impact on ground water resources. These strategies are as follows:

1. Promote a community awareness program that will educate the community in water-saving methodologies at the home and the work place.

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- a. The Public Works department will provide the community with information brochures containing water-saving techniques. Further the department should prepare a Water Conservation Ordinance for adoption by the City Council.
2. Promote the use of native and drought-tolerant new landscaping in existing and future parks.
 - a. The City shall stress the use of native and drought-tolerant species in private and public landscaping areas.
 3. Allow for adequate groundwater recharge by developing storm ponding and retention basins where feasible. In some areas these ponds or basins can be incorporated into a recreational area or used as wildlife habitat area.
 - a. The Engineering Department shall implement the policies of this Element with regard to locations of future park/pond basins.

In addition to the above policies, the Kaweah Delta Water Conservation District, working with local irrigation districts and water companies, has developed a program that recharges the ground water aquifer by “sinking” water in basins during wet water years; however, even with the above programs and strategies, the ground water system in the Kaweah Basin still suffers from “overdraft”.

4.064 Residual Impact

The Open Space, Parks, Recreation and Conservation Element of the General Plan provides numerous policies that mitigate urban development’s impact on ground water resources. Implementation of these policies will reduce the project’s impact on groundwater resources to a less than significant level, however, the project’s cumulative impact on the depletion of the aquifer that underlies the planning area can not be mitigated. Woodlake’s consumption of ground water along with the use of groundwater by other cities, unincorporated communities, rural residents and farms, will have an adverse, cumulative impact on the Kaweah Basin water table.

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4.07 SURFACE WATERS

4.071 Existing Conditions

There are a number of surface water systems in the Woodlake planning area. The St. Johns River forms the southern boundary line of the planning area. Releases of water down this water course are regulated by upstream Terminus Dam, which is managed by the Army Corps of Engineers and the Department of Water Resources. River flow generally lasts from late Spring to the end of Summer.

Minor surface water systems in the planning area, include Wutchumna Ditch and Bravo Lake, managed by Wutchumna Water Company, Little Bravo Lake, Antelope Creek and the Antelope Creek Overflow. Bravo Lake, a 350-acre lake used to retain water for irrigation, releases water into Wutchumna Ditch which is then distributed to local farms. Antelope Creek and its Overflow contain water only during the winter months when local storms generate runoff from the surrounding mountains. Little Bravo Lake captures water from minor drainage features that run along the west and south sides of Woodlake. There is no outlet for Little Bravo Lake.

4.072 Environmental Impacts

Urban development and its related activities, including road building, grading, and infrastructure installation, can increase the amount of soil sediment, heavy metals, plant nutrients (nitrates and phosphates), and organic chemicals (oil, detergents, pesticides) entering the planning area's waterways. These materials generally enter surface waters during periods of precipitation when urban storm waters are diverted to waterways via storm water drainage lines and detention pond pumps. Table No. 9 describes the environmental effects associated with surface water contamination.

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**Table No. 9
Environmental Effects of Surface Water Contamination**

<u>Contaminant</u>	<u>Source</u>	<u>Environmental Effects</u>
Soil sediments	Erosion from building, road, grazing land and timber harvesting sites	Reduces dissolved oxygen; damages fish breeding gravel beds;
Heavy metals	Leaded gasoline, natural runoff	Toxic to aquatic animals
Plant nutrients	Natural runoff, landscaped yards, and domestic (home) waste	Algae blooms, eutrophication
Organic chemicals	Runoff from parking lots and roads: domestic (home) waste disposal	Reduces dissolved oxygen, toxic to aquatic life; unsightly
Litter	Public's use of water ways	Unsightly

(Source: Living in the Environment, Miller, 1984)

Long-term degradation of surface waters could occur as a result of runoff emanating from the urbanized portions of the planning area entering local rivers, creeks and ditches. In Woodlake, storm water runoff generated by urban development is typically diverted to retention or detention ponds rather than being diverted directly into surface waters.

Detention ponds hold storm water runoff for a short duration. Once a local storm event has passed, water is pumped from the basin into a local surface water system. Detention ponds allow sediments and other waterborne contaminant to settle into the soil that forms the basin. This does not mean that the water being pumped into the adjacent surface water system is entirely clean. It can still contain pollutants from the urban landscape.

Retention ponds are designed to hold storm water runoff indefinitely. The water in this type of pond either percolates into the ground or evaporates. Retention basins tend to be larger in volume than detentions basins and they do not have as great an impact on surface water systems because the storm water is held in the basin permanently.

Detention basins are used commonly in Woodlake. These detention facilities range from an underground holding tank for a recently constructed apartment complex to

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parks that double as detention basins. In the case of Woodlake's two park sites, this storm water is eventually pumped into the Antelope Creek Overflow and then into Bravo Lake. The storm water detained in the recently constructed apartment complex is pumped into a minor water course that terminates at Little Bravo Lake.

A short-term degradation of surface waters can result from storm water from construction sites, loaded with sediment or toxic materials, entering surface waters. The State Water Board requires storm water discharges from construction sites that are larger than five acres be covered by a National Pollutant Discharge Elimination System (NPDES) Permit. The State has issued a statewide general permit that applies to all construction sites that require a permit. In order to receive coverage under this permit, the developer or builder must submit a *Notice of Intent* to the State Water Board prior to construction beginning. Under conditions of the General Permit, non-storm water discharges are prohibited and dischargers must use the "best available technology" to reduce the discharge of storm water pollutants. The State has indicated that projects that retain storm waters onsite do not require a NPDES Permit.

4.073 Mitigation Measures and Monitoring

To properly mitigate the environmental effects of storm water runoff, the City of Woodlake, through its site plan review or subdivision review process, requires development to channel storm water to detention facilities, either parks, basins or tanks. These improvements detain storm water until the storm event has passed and then in most cases it finds its way to Bravo Lake or Little Bravo Lake. No storm water is pumped into the St. Johns River, which is classified as "waters of the state".

In Woodlake's Open Space, Parks, Recreation and Conservation Element, there are policies and action plans that mitigate the potential impact of urban development on Woodlake's surface water systems. These strategies are intended to protect all of Woodlake's surface water systems (and any adjoining riparian woodland) from contamination and degradation. The policies and actions that will afford this protection are as follows:

Designation of Park Facilities

4. The City as part of its open space plan will develop a system of pathways along the waterways that traverse Woodlake.
 - a. The City will require dedication of land developing adjacent to watercourses for pathways and other types of open space amenities.

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- b. The City will apply for State grants to acquire funds to purchase land for trails and construct the trails.
6. Creeks and ditches in the planning area shall be investigated for use as public open space features, with landscaped pathways and landscaping adjacent to the waterway.
 - a. Woodlake will work with local water and irrigation districts to develop standards to incorporate local waterways as open space features. The City should require developers of adjacent lands to install a pathway and landscaping within canal easements. This could satisfy the developer's open space dedication obligation.

Water Quality

3. Allow for adequate groundwater recharge by developing storm ponding and retention basins where feasible. In some areas these ponds or basins can be incorporated into a recreational area or used as wildlife habitat area.
 - a. The Engineering Department shall implement the policies of this Element with regard to locations of future park/pond basins.

Biotic Resources

1. Explore establishing the banks of local waterways as an open space resource.
 - a. The Planning Department shall review development that is adjacent to a watercourse to determine if the watercourse and adjacent lands should be dedicated for open space.
2. The City shall review any attempts to pipe local waterways. This policy recognizes the value of local waterways as historical sources of groundwater recharge and wildlife habitat.
 - a. The City shall remain vigilant in monitoring activities of local canal and irrigation districts and shall forward comments regarding lining or piping canals.
3. Protect areas that may serve as habitat from impacts of development.

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- a. Where warranted, the City Planner shall require a biotic assessment for projects that may impact habitat areas.
4. Investigate the expansion of the recreational trail around Bravo Lake and new trails along the St. Johns River, Wutchumna Ditch, and Antelope Creek.
- a. Where new development is proposed adjacent to these water courses right-of-way along the water course should be dedicated for trail and open space purposes.
 - b. The City should apply for TEA grants to pay for improvement costs along these future trails.
 - c. The City should apply for other state grants that provide funds for open space improvements and/or acquisition of land.

Mitigation Monitoring - The City Engineer, Public Works Director and City Planner, working as the site plan review or subdivision review committee, shall be responsible for the implementation of the above policies and action plans.

4.074 Residual Impact

The above mitigation measures (policies and action programs) will reduce the project's potential impact on Woodlake's surface water systems to a less than significant level.

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4.08 AIR QUALITY

4.081 Existing Conditions

The planning area lies within the San Joaquin Valley Air Basin (SJVAB). The Air Basin is comprised of eight counties: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and Kern. This air basin has been designated as a non-attainment area for failing to meet National Ambient Air Quality Standards (NAAQS) for two pollutants: ozone and particulates. Table No. shows State and federal ambient air quality standards for these and other pollutants. For additional information on air quality the reader is referred to the following environmental documents.

Tulare County 2001 RTP EIR, 2001

**Table No. 10
Ambient Air Quality Standards**

Pollutant	Ave. Time	State Standards	National Standards
Ozone	1-hour	.09 parts per million	no federal standard
	8-hour	.07 ppm	.075 ppm
Carbon Monoxide	8-hour	9.0 ppm (10 mg/m ³)	10 mg/m ³ (9 ppm)
	1-hour	20 ppm	35 ppm
Nitrogen Dioxide	annual average	-	100 ug/m ³ (.053 ppm)
	1-hour	.18 ppm (470 ug/m ³)	
Sulfur Dioxide	24-hour	.04 ppmg (131 ug/m ³)	365 ug/m ³ (.14 ppm)
	1-hour	.25 ppm	50 ug/m ³
PM10	24-hour	50 ug/m ³	150 ug/m ³
PM 2.5	24-hour	12 ug/m ³	15 ug/m ³

Source: California Air Resources Board, 2008

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Accumulation of high concentrations of the above pollutants has been linked to the basin-like topography of the Southern San Joaquin Valley and the presence of a low level inversion layer for much of the year.

Ozone is the product of the reaction of nitrogen oxides (NO_x) and reactive organic gases (ROGs) with sunlight. The major source of these gases is motor vehicle emissions. Ozone levels peak during summer and early fall. The Basin is non attainment for the federal 8-hour and State 1-hour zone standards.

Ozone is a highly reactive oxidant which has been shown to damage vegetation and rubber products, and cause respiratory problems among humans, especially younger children and seniors who have respiratory problems. Studies have shown that crop losses due to ozone damage may be as high as 10 to 25 percent.

The State's 1-hour standard (.09 ppm) was exceeded 46 times in 2000; the federal standard (.12 ppm) was exceeded one time. Measurements were taken at the North Church monitoring site in Visalia, Tulare County.

Particulates are fine particles of soot, dust, fumes and mist that are suspended in the air. Airborne particulate measuring less than 10 microns in diameter (PM-10) are capable of causing respiratory irritation because they enter the lungs and can become trapped. Major sources of particulate pollution in Tulare County are agricultural practices, road dust, construction activities, wood burning stoves, and forest fires.

Twenty-four hour PM 10 State and federal standards are occasionally exceeded. In 2000, the State standard was exceeded about 180 times. These measurements were taken at the North Church monitoring station.

Carbon monoxide (CO) standards for the Valley were not exceeded in 2000 according to the Air Resources Board. As a result, the Valley has a classification of "attainment/unclassified" for federal and state CO standards. However, under localized conditions - along freeways or major intersections - traffic generated by development projects can contribute significantly to air quality impacts associated with excessive CO levels. It is unlikely that a "CO hot spot" exists in the Woodlake planning area.

Significant levels of CO can cause respiratory problems, headaches and nausea among humans.

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4.082 Environmental Impacts

Implementation of the General Plan, land use and circulation elements, will result in increased vehicle miles traveled as a result of urban development and population growth in the planning area. The General Plan will also facilitate the installation of improvements that will serve this development and population, including roadways; infrastructure; roadway-related improvements, like signals, crosswalks and sidewalks; and parks, schools, and other public buildings and grounds.

A project is considered to have a significant impact on air quality if the project conflicts with or obstructs implementation of the San Joaquin Valley Air Pollution Control District's (SJVAPCD) air quality plan; violates any air quality standards or contributes substantially to an existing or projected air quality violation; results 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 standards; exposes sensitive receptors to substantial pollutant concentrations; or creates objectionable odors affecting a substantial number of people.

The SJVAPCD also requires evaluation of cumulative air quality impacts. CEQA defines cumulative impacts as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Cumulative impacts can result from individually minor, but collectively significant, projects. An adequate cumulative impact analysis considers a project over time and in conjunction with other related past, present, and reasonably foreseeable future projects whose impacts might compound or interrelate with those of the project being assessed.

There is no construction phase associated with this project because it is an adoption of a general plan and not a specific development proposal (e.g. subdivision or industrial use). However, given that the adoption of the general plan give rise to specific development projects, this DEIR will also discuss the impacts on air quality that are associated with specific development requests.

Development produces many types of emissions, but PM10 is the pollutant of greatest concern. Rather than provide a quantitative significance threshold for PM10, the SJVAPCD has determined that a project's impacts will be less than significant if the project complies with certain mitigation measures. Accordingly, the SJVAPCD has determined that compliance with Regulation VIII for all sites and implementation of all other control measures detailed below will constitute sufficient mitigation to reduce PM10 impacts to a level considered less than significant.

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Increased vehicle trips and construction projects in the planning area will cause air emissions to increase. These emissions will increase the levels of pollutants discussed above, including CO, Ozone, PM10, and others like, NO_x and VOC. The result will be declining air quality and continued deterioration in the public's health, especially senior citizens and young children with cardiopulmonary ailments; a reduction in agricultural productivity on crops like cotton, alfalfa, citrus and broad-leafed plants; and continued obstruction of views of the Sierra Nevada and coast range.

The deterioration of the air in the San Joaquin Valley is a regional problem, not one that can be resolved by any one city or county. For this reason, the San Joaquin Valley Air Pollution Control District has fashioned the San Joaquin Valley Air Quality Attainment Plan in an effort to reduce air pollution problems on a district level. Implementation of the Attainment Plan will have a marked affect on improving air quality in the Woodlake planning area. This Plan will reduce air emissions (reactive organic gases (ROG), nitrogen oxides (NO_x) and carbon monoxide emission) from stationary sources through the implementation of a variety of techniques and requirements. The Plan will also implement transportation control measures by increasing efficiency of existing roadways through improved signalization and intersection operation, construction of new transportation corridors, use of alternative fuels in motor vehicles, improved public transportation systems, various incentives for increased use of carpools, flexible work hours and other measures that would reduce daily commute trips.

Improving air quality in the Woodlake planning area will also be implemented through the 2001 Regional Transportation Plan for Tulare County. It contains numerous Transportation Control Measures (TCMs) that, over time, will reduce or hold constant, air pollution levels in the region. These TCMs fall into five broad categories. The are:

1. Traffic Flow Improvements
2. Public Transit
3. Rideshare Programs
4. Bicycle Programs
5. Alternative Fuels

Finally, the Woodlake City Council has adopted and implemented a Severe Area Ozone Plan that promotes high density development around transportation facilities and in the downtown, the incorporation of energy efficient lighting into new buildings, alternative modes of transportation and land use patterns that reduce travel distances.

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Any construction projects within the Woodlake planning area will result in short-term air quality impacts, such as fugitive dust. This could have an adverse impact on adjacent lands. Dust could coat adjacent agricultural crops, buildings, vehicles, or clothing. Mitigation of this impact can be achieved by implementing the Air District's Regulation VIII Control Measures for Construction Measures for Construction Emissions of PM10, which are listed below.

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.
- All onsite unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition.
- When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.) (Use of blower devices is expressly forbidden.)
- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
- Within urban areas, trackouts shall be immediately removed when they extend 50 or more feet from the site, and at the end of each workday. Any site with 150 or more vehicle trips per day shall prevent carryout and trackout.

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4.083 Mitigation Measures and Monitoring

Short-Term Mitigation Measures

The mitigation of impacts on the air environment by the construction phase of developments, which is considered to be a short-term air quality impact, will be mitigated by the Air District's Regulation VIII Control Measures. The implementation of these dust control measures during the construction of a project will reduce this impact to a less than significant level.

Short-Term Monitoring

The Woodlake Public Works Director and the City Engineer will be responsible for insuring that development projects are complying with the District's Regulation VIII Control Measures.

Long-Term Mitigation Measures

1. Implementation of the San Joaquin Valley Air Quality Attainment Plan.
2. Implementation of the 2001 Regional Transportation Plan for Tulare County.
3. Implementation of the Severe Area Ozone Plan.
3. Implement Policies and Actions contained in the Land Use, Circulation and Open Space, Parks, Recreation and Conservation Elements that pertain to air quality as follows:

Land Use Element

- **Promote Smart Growth planning principals in order to discourage urban sprawl and the premature urbanization of agricultural land.**
1. The City shall amend its Zoning Ordinance to add Smart Growth planning principles to its Planned Unit Development (PUD) zone district.
 - a. The Smart Growth planning principles shall potentially include reduced yard standards, passive solar orientation, narrower streets, unique architectural dwelling designs, and water and energy conservation measures.

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2. The City shall promote mixed-use development where appropriate.
 - a. The City shall amend its Zoning Ordinance to provide for a mixed-use zone district.
 - b. The City should identify sites in the downtown core where mixed-use development would be appropriate.

Circulation Element

Traffic

- **Insure that streets in Woodlake are not congested.**
 1. A level of service C will be the desirable minimum service level in Woodlake at which highway, arterial and collector segments will operate. A level of service of B will be the desirable minimum service level in Woodlake at which intersections will operate.
 - a. The City will program into its 5-year capital budget, street improvements that will insure the specified LOS is not exceeded in the city limits. Funds for these street improvement projects will come from gas tax and transportation funds.
 - b. The City shall develop a traffic impact fee for new development in Woodlake. Said fee shall be consistent with the requirements of AB 1600.
 - c. The City, working with Caltrans, will periodically check traffic warrants at the intersection of State Route 216 and State Route 245.
- **Where possible, dead-end local roadways shall be extended to connect with nearby roadways.**
 1. Dead-end local roadways shall be connected with adjacent roadways using either redevelopment funds, Measure R funds or gasoline tax monies.
 - a. The Public Works Department shall prepare a list of roadways that require extension. The Department will facilitate the completion of these roadway extensions by securing the necessary right-of-way, preparing plans and bidding the project.
 2. The Circulation Element map shall delineate new roadways that enhance

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connectivity throughout the community.

Transit

- **Promote alternative modes of transportation, including bicycles, buses, and walking.**

2. Woodlake shall adopt the Tulare County Regional Bike Plan.

a. Adoption of the Bike path Plan will allow Woodlake to apply for monies to construct bike paths.

- **Reduce automobile use by improving transit service and encouraging transit use.**

1. Facilitate the provision of convenient, frequent, dependable and efficient scheduled transit for Woodlake residents.

a. The City of Woodlake could explore contracting with Visalia City Coach to provide twice a day transit service between the two communities.

b. All arterial streets shall be designed to accommodate buses and bus loading zones.

Bike and Pedestrian Pathways

- **Encourage persons to ride bikes for health reasons as well as for environmental reasons.**

1. Develop a bike path plan that is a part of the Circulation Element.

a. Design the Plan so that some of the bike path segments are not along surface streets but are along railroad rights-of-way, parks and ditch easements.

b. Apply for state and federal funds to finance the construction of the bike path system.

c. Insure that subdivisions are designed so that persons riding bikes can access adjacent properties from the neighborhood.

d. Work with the county of Tulare to insure that Woodlake's Plan is linked to

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the County's Bike path Plan.

e. Consider implementing traffic calming designs where bike paths cross surface streets.

f. Bike paths will be constructed consistent with the bike path cross-section illustrated in Appendix A of the Circulation Element.

- **Design a bike path system that encourages persons from other communities to bike to Woodlake.**

1. The Circulation Element map will delineate the location of existing and future bikepaths in Woodlake. The county's bikepath plan shows a bikepath running north and south along Road 196. A proposed bikepath will connect Woodlake's system with the county's path on Road 196.

- **Insure that Woodlake's bike path system is consistent with the Tulare County Bicycle Transportation Plan.**

1. The Circulation Element map will delineate the location of existing and future bikepaths in Woodlake and surrounding environs that are consistent with the county's plan.

- **Promote persons to walk in Woodlake.**

1. Attempt to provide safe and convenient pedestrian access to all areas of the city, including between neighborhoods.

a. Maintain and repair sidewalks to make them safe for pedestrians.

b. Plant existing parkways that are devoid of trees so make the walking experience more enjoyable.

c. Provide signage for walking paths.

d. Investigate the use of ditch easements and railroad rights-of-way for walking paths.

Parks, Open Space, Recreation and Conservation

Protect air and water quality from negative impacts.

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Air Quality

1. Participate in the regional planning efforts to meet air quality goals by working to improve air quality for the entire planning area.
 - a. The Planning Department will send proposed development plans to the San Joaquin Valley Unified Air Pollution Control District for review of potential air pollution impacts.
2. Consider traffic flow in the planning of residential, commercial and industrial developments.
 - a. The Planning and Engineering departments will review all new projects to ensure that efficient traffic flow maintained, thereby minimizing vehicle-related air emissions.
 - b. The Circulation Element will insure that proper roadway connectivity is provided in the planning area. This design feature will reduce vehicle miles traveled.
3. Maintain adequate roadway levels of service (LOS) to avoid congestion which contributes to the air pollution problem.
 - a. The Planning and Engineering departments will review all proposed development projects to ensure that roadway service levels do not fall below Level C for arterioles, collectors and intersections. The City will utilize gas tax and transportation funds to maintain these transportation standards.
4. Develop an organized and efficient circulation system to reduce vehicle trips in the planning area, idling time, intersection delays, and other emissions-producing activities.
 - a. The Circulation Element establishes policies that will encourage increased connectivity in the City's street patterns.
5. The City shall encourage residents to use alternative modes of transportation.
 - a. The City will seek funds to implement the bike path system, consistent with the Circulation Element map.
 - b. The City will apply for State funds for bike path improvements consistent

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with the Tulare County Bike Path Plan.

Long-Term Mitigation Monitoring

The implementation of the above planning and transportation documents will be the responsibility of the San Joaquin Valley Air Resources Board, the County of Tulare and the City of Woodlake. Working in concert, these agencies will construct, finance, design, market and promote the implementation of these strategies. Monitoring of the implementation of these planning and transportation documents will be conducted by the respective boards of each public entity.

4.084 Residual Impact

The General Plan's impact on the short-term air quality environment will be reduced to a less than significant level with the implementation of the above short-term mitigation measures for dust management.

With the implementation of the San Joaquin Valley Air Quality Attainment Plan, the Tulare County Regional Transportation Plan, and the policies and actions contained in Woodlake's Land Use, Circulation and Open Space Elements, the General Plan's impact on long-term air quality will be reduced to a less than significant level.

The project will, however, still have a cumulative impact on the Valley's air environment because more air emissions will be generated by the planning area as a result of urban growth and its related construction activities.