



**CITY COUNCIL AGENDA
CITY HALL, 291 N. MAIN STREET
PORTERVILLE, CALIFORNIA
DECEMBER 1, 2015, 5:30 PM**

Call to Order

Roll Call

ORAL COMMUNICATIONS

This is the opportunity to address the City Council on any matter scheduled for Closed Session. Unless additional time is authorized by the Council, all commentary shall be limited to three minutes.

CITY COUNCIL CLOSED SESSION:

A. Closed Session Pursuant to:

- 1** - Government Code Section 54957.6 – Conference with Labor Negotiator. Agency Negotiator: John Lollis, Steve Kabot, Che Johnson, and Patrice Hildreth. Employee Organizations: Public Safety Support Unit; Porterville Peace Officers Association; Fire Officer Series; Porterville City Firefighters Association; and all Unrepresented Management Employees.
- 2** - Government Code Section 54956.95 – Liability Claim: Claimant: Jim and Jeannette Choate. Agency claimed against: City of Porterville.
- 3** - Government Code Section 54956.95 -- Liability Claim: Claimant: Hisham Mutae Taher. Agency claimed against: City of Porterville.
- 4** - Government Code Section 54956.9(d)(1) – Conference with Legal Counsel – Existing Litigation: Nuckols and Nuckols Farming v. City of Porterville et al., Tulare County Superior Court Case No. 261084.
- 5** - Government Code Section 54956.9(d) (3) – Conference with Legal Counsel – Anticipated Litigation – Significant Exposure to Litigation: One case in which facts are not yet known to potential plaintiff.

**6:30 P.M. RECONVENE OPEN SESSION AND REPORT ON
REPORTABLE ACTION TAKEN IN CLOSED SESSION**

Pledge of Allegiance Led by Council Member Gurrola

Invocation

PRESENTATIONS

Employee of the Month -- Rafael Baez
Employee Service Awards

AB 1234 REPORTS

This is the time for all AB 1234 reports required pursuant to Government Code § 53232.3.

1. Council of Cities - November 18, 2015

REPORTS

This is the time for all committee/commission/board reports; subcommittee reports; and staff informational items.

- I. City Commission and Committee Meetings
 1. Parks & Leisure Services Commission
 2. Library & Literacy Commission
 3. Arts Commission - November 25, 2015 (Cancelled)
 4. Animal Control Commission
 5. Youth Commission
 6. Transactions and Use Tax Oversight Committee (TUTOC) - November 18, 2015
- II. Staff Informational Reports
 1. Relocation of an Existing Massage Business License

ORAL COMMUNICATIONS

This is the opportunity to address the Council on any matter of interest, whether on the agenda or not. Please address all items not scheduled for public hearing at this time. Unless additional time is authorized by the Council, all commentary shall be limited to three minutes.

CONSENT CALENDAR

All Consent Calendar Items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made, in which event the item will be removed from the Consent Calendar. All items removed from the Consent Calendar for further discussion will be heard at the end of Scheduled Matters.

1. **City Council Minutes of September 1, 2015**
Re: Considering approval of the draft minutes for September 1, 2015.
2. **Purchase of Police Service Dog**
Re: Considering approval of the purchase of a police service dog and related training from Top Dog Training Center for \$10,506.87.

3. **Award of Contract - Porterville Hotel Site Restoration Project**
Re: Considering awarding a contract in the amount of \$120,314 to MAC General Engineering for the project consisting of the removal of all of the concrete slabs, over excavating the site by ten (10) feet, placement of fill material, soil compaction, remediation of an isolated soil contamination area, and minor sidewalk and alley repairs at the Porterville Hotel site.
4. **Award of Contract - Four (4) Compressed Natural Gas Refuse Trucks**
Re: Considering awarding a contract in the amount of \$1,119,515.90 to EM Tharp for the purchase of four new CNG Refuse Trucks.
5. **Acceptance of Project - Wilson Place Concrete Repair Project**
Re: Considering acceptance of project from Todd Companies, and authorizing the filing of the Notice of Completion for the project consisting of the removal and installation of curb, gutter and pavement in the cul-de-sac of Wilson Place just north of Mulberry Avenue.
6. **Provision of Reduced Transit and Paratransit Fares for Military and Dependent ID Card Holders**
Re: Consideration of reduced transit and paratransit fares for military and dependent ID card holders, which include Active Duty, Guard & Reserve Military, Retiree Military, Former Military (no longer serving, not retired), Military Dependent, and Veteran, and the utilization of Measure R Administration funds for reimbursement to the City for reduced revenues.
7. **California Municipal Finance Authority (CMFA) Property Assessed Clean Energy (PACE) Program**
Re: Considering approval of a resolution opting into the California Municipal Finance Authority (CMFA) PACE Program.
8. **Retirement of Police Service Dog**
Re: Considering approval of the sale of police service dog "Dodge" to Sergeant Gary Miller for the amount of \$1.
9. **Approval for Community Civic Event - Porterville Evangelical Inglesia Del Nazareno - Mothers United Against Gang Violence - Annual Candlelight Vigil - December 18, 2015**
Re: Considering approval of an event to take place at Centennial Park, on Friday, December 18, 2015, from 7:00 p.m. until 9:00 p.m.

10. Approval for Community Civic Event - Helping Hands of Porterville - Max Fit Studio - Max Fit Christmas Games - December 19, 2015

Re: Considering approval of an event to take place on Saturday, December 19, 2015, from 6:00 a.m. to 11:00 a.m. at 34 E. Garden Avenue.

11. Amendment to the Seasonal and Part-Time Pay Rates

Re: Considering adoption of a resolution amending the City's Employee Pay and Benefit Plan as it pertains to pay rates for seasonal and part-time employees.

A Council Meeting Recess Will Occur at 8:30 p.m., or as Close to That Time as Possible

ADMINISTRATIVE HEARINGS

12. Consideration of Appeal to Zoning Administrator; Determination 2015-063 Regarding a Medical Cannabis Cultivation Permit

Re: Consideration of appeal to Zoning Administrator Determination 2015-063 to deny a medical cannabis permit.

13. Consideration of Revocation of Business License - Sakura Spa, 315 W. Henderson Avenue, #13, Porterville

Re: Consideration of the revocation of the business license for Sakura Spa, located at 315 West Henderson Avenue, #13.

14. Consideration of Revocation of Business License and Request for Continuance - Asian Relaxing Station, 870 W. Henderson Avenue, Porterville

Re: Consideration of the revocation of the business license for Asian Relaxing Station, located at 870 W. Henderson Avenue.

PUBLIC HEARINGS

15. Parks and Leisure Services Fees

Re: Consideration of an increase in Parks and Leisure Services fees.

16. Pacific Rim Commercial Mixed-Use Project Modification No. 2

Re: Consideration of a modification to the personal storage facility component of the project to convert the 3.32± acre parcel designated for 214 self-storage units into 32 apartment units as an addendum to the existing Village at Henderson apartment complex.

17. Riverwalk Marketplace Phase II Partial Recirculated Draft Environmental Impact Report

Re: A public hearing to accept comments on the Partial Recirculated Draft Environmental Impact Report for the Riverwalk Phase II Project which consists of a 202,854 square foot regional commercial center on approximately 21.8± acres, at the northeast corner of Vandalia Avenue and Indiana Street.

SCHEDULED MATTERS

18. Status and Review of Declaration of Local Drought Emergency

Re: Consideration of the continuance of the Declaration of Local Emergency.

Adjourn to a meeting of the Public Financing Authority.

PORTERVILLE PUBLIC FINANCING AUTHORITY AGENDA
291 N. MAIN STREET, PORTERVILLE, CA 93257
DECEMBER 1, 2015

Roll Call: Public Financing Authority

WRITTEN COMMUNICATION

ORAL COMMUNICATIONS

PUBLIC FINANCING SCHEDULED MATTERS

PFA- Annual Meeting of the Porterville Public Financing Authority

- 19.** Re: Consideration of the 2015 Status Report for the Redevelopment Bond Issue #1 and refinance of Tax Allocation Bond Projects.

Adjourn to a meeting of the Porterville City Council.

ORAL COMMUNICATIONS

OTHER MATTERS

CLOSED SESSION

Any Closed Session Items not completed prior to 6:30 p.m. will be considered at this time.

ADJOURNMENT - to the meeting of December 15, 2015

In compliance with the Americans with Disabilities Act and the California 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 City Clerk at (559) 782-7464. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting and/or provision of an appropriate alternative format of the agenda and documents in the agenda packet.

Materials related to an item on this Agenda submitted to the City Council after distribution of the Agenda packet are available for public inspection during normal business hours at the Office of City Clerk, 291 North Main Street, Porterville, CA 93257, and on the City's website at www.ci.porterville.ca.us.



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: 1. Relocation of an Existing Massage Business License

SOURCE: City Manager's Office

COMMENT: At the meeting on November 17, 2015, the City Council directed staff to review the City's current Interim Ordinance and Business License regulations regarding the relocation of an existing massage business license.

In reviewing the current Interim Ordinance moratorium language, staff has interpreted that a moratorium clearly exists for new massage-oriented businesses and the prohibition of new business licenses. However, consistent with current Business License regulations, a current business in good standing may be issued an amended license rather than a new license under relocation, which would not present a conflict with the current Interim Ordinance.

RECOMMENDATION: Information Only

ATTACHMENTS:

Appropriated/Funded:

Review By:

Department Director:

Final Approver: John Lollis, City Manager



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: City Council Minutes of September 1, 2015

SOURCE: Administrative Services

COMMENT: The City Clerk's Office has prepared draft minutes for September 1, 2015, for the Council's review and consideration.

RECOMMENDATION: That the City Council approve the draft minutes of September 1, 2015.

ATTACHMENTS: 1. Draft Minutes

Appropriated/Funded:

Review By:

Department Director:

Patrice Hildreth, Administrative Services Dir

Final Approver: Patrice Hildreth, Administrative Services Dir

**CITY COUNCIL MINUTES
CITY HALL, 291 N. MAIN STREET
PORTERVILLE, CALIFORNIA
SEPTEMBER 1, 2015, 5:30 PM**

Called to Order at 5:30 p.m.

Roll Call: Council Member Reyes, Council Member Ward, Council Member Gurrola (arrived during Closed Session), Vice Mayor Hamilton, Mayor Stowe

ORAL COMMUNICATIONS

None

CITY COUNCIL CLOSED SESSION:

A. Closed Session Pursuant to:

- 1** - Government Code Section 54957.6 – Conference with Labor Negotiator. Agency Negotiator: John Lollis, Steve Kabot, and Patrice Hildreth. Employee Organizations: Porterville City Employees Association; Management and Confidential Series; Porterville Police Officers Association; Fire Officer Series; Porterville City Firefighters Association; Public Safety Support Unit; and all Unrepresented Management Employees.
- 2** - Government Code Section 54956.95 – Liability Claim: Claimant: Johnny Barber. Agency claimed against: City of Porterville.
- 3**- Government Code Section 54956.95 – Liability Claim: Claimant: Litzy Blanco, by and through her Guardian Ad Litem, Maria Luz Pacheco Rivera. Agency claimed against: City of Porterville.
- 4** - Government Code Section 54956.9(d)(1) – Conference with Legal Counsel – Existing Litigation: Amy Duran v. City of Porterville, U.S. District Court, Eastern District, Case No. 13-CV-0370-BAM.
- 5** - Government Code Section 54956.9(d)(1) – Conference with Legal Counsel – Existing Litigation: Roger Cortez v. City of Porterville, U.S. District Court, Eastern District, Case No. 14-CV-00061-LJO-GSA.
- 6** - Government Code Section 54956.9(d) (3) – Conference with Legal Counsel – Anticipated Litigation – Significant Exposure to Litigation: One Case in which facts are not yet known to potential plaintiff.

**6:30 P.M. RECONVENE OPEN SESSION AND REPORT ON
REPORTABLE ACTION TAKEN IN CLOSED SESSION**

City Attorney Julia Lew reported the following action:

3 - GOVERNMENT CODE SECTION 54956.95 – LIABILITY CLAIM: CLAIMANT: LITZY BLANCO, BY AND THROUGH HER GUARDIAN AD LITEM, MARIA LUZ PACHECO RIVERA. AGENCY CLAIMED AGAINST: CITY OF PORTERVILLE.

COUNCIL ACTION: MOVED by Council Member Ward, SECONDED by Vice Mayor Hamilton that the City Council reject the claim filed by Litzy Blanco.

AYES: Reyes, Ward, Hamilton, Stowe
NOES: None

ABSTAIN: None
ABSENT: Gurrola

Documentation: M.O. 01-090115
Disposition: Approved.

2 - GOVERNMENT CODE SECTION 54956.95 – LIABILITY CLAIM: CLAIMANT: JOHNNY BARBER. AGENCY CLAIMED AGAINST: CITY OF PORTERVILLE.

COUNCIL ACTION: MOVED by Vice Mayor Hamilton, SECONDED by Council Member Ward that the City Council reject the claim filed by Johnny Barber.

AYES: Reyes, Ward, Hamilton, Stowe
NOES: None
ABSTAIN: None
ABSENT: Gurrola

Documentation: M.O. 02-090115
Disposition: Approved.

Pledge of Allegiance Led by Mayor Stowe
Invocation – a moment of silence was observed.

PRESENTATIONS

Employee of the Month - Arthur Demarath Jr.

AB 1234 REPORTS

This is the time for all AB 1234 reports required pursuant to Government Code § 53232.3.

1. Consolidated Waste Management Association (CWMA) - August 20, 2015;
Council Member Reyes reported on discussion pertaining to the termination of the JPA and the need for each Council to take action regarding their participation.

REPORTS

This is the time for all committee/commission/board reports; subcommittee reports; and staff informational items.

- I. City Commission and Committee Meetings
 1. Parks & Leisure Services Commission
 2. Library & Literacy Commission
 3. Arts Commission - August 26, 2015 – no report.
 4. Animal Control Commission
 5. Youth Commission
 6. Transactions and Use Tax Oversight Committee (TUTOC)

ORAL COMMUNICATIONS

- Brock Neeley, requested that Item No. 3 be pulled for discussion.

- Barry Caplan, also requested that Item No. 3 be pulled; expressed concerns regarding the City sponsoring the Pioneer Days Queen & Princess Pageant; and requested that the pageant be all-inclusive.

CONSENT CALENDAR

Item Nos. 3 and 6 were pulled for further discussion. It was noted that Council Member Ward had a conflict of interest pertaining to Item No. 5 relative to property ownership.

COUNCIL ACTION: MOVED by Council Member Ward, SECONDED by Council Member Gurrola that the City Council approve Item Nos. 1, 2, 4, 5, and 7 through 14, with the noted abstention. The motion carried unanimously.

1. AUTHORIZATION TO PURCHASE AUDIO-VISUAL EQUIPMENT FOR CENTENNIAL PLAZA

Recommendation: That the City Council authorize staff to contract with ITC for the purchase and installation of audio-visual equipment for Centennial Plaza in an amount not to exceed \$24,315.57.

Documentation: M.O. 03-090115

Disposition: Approved.

2. EMERGENCY REPAIR OF TRAFFIC SIGNALS AT OLIVE AVENUE & E STREET

Recommendation: That the City Council authorize awarding contract to Loops Electric in the amount of \$28,492.

Documentation: M.O. 04-090115

Disposition: Approved.

4. REJECT ALL BIDS - OHV PARK MANAGEMENT SERVICES

Recommendation: That the City Council:

1. Reject all bids for OHV Park Management Services; and
2. Authorize staff to re-advertise for bids for OHV Park Management Services.

Documentation: M.O. 05-090115

Disposition: Approved.

5. AWARD OF BID - REPLACEMENT OF DIGESTER MIXING PUMP & VALVES

Recommendation: That the City Council:

1. Award the Replacement of Digester Mixing Pump to JM Squared Associates, Inc. in the amount of \$51,513.91; and
2. Reject the bid of Replacement of Valves from JM Squared Associates, Inc. and seek new quotes for valves that meet the project specifications.

AYES: Reyes, Hamilton, Stowe, Gurrola
NOES: None
ABSTAIN: Ward
ABSENT: None

Documentation: M.O. 06-090115
Disposition: Approved.

7. AUTHORIZATION TO ISSUE REQUEST FOR PROPOSALS (RFP) FOR THE DEMOLITION OF THE HENRY HOUSE

Recommendation: That the City Council:

1. Accept the RFP in draft form;
2. Authorize staff to distribute the RFP to demolition contractors once the Lead-Based Paint and Asbestos Survey is complete; and
3. Authorize the Finance Director to appropriate the funds for commencement of the Hazardous Materials Survey and Demolition Project.

Documentation: M.O. 07-090115
Disposition: Approved.

8. APPROVAL FOR COMMUNITY CIVIC EVENT – PALABRA DE VICTORIA CHURCH – COMMUNITY OUTREACH – SEPTEMBER 19, 2015

Recommendation: That the City Council approve the Community Civic Event Application and Agreement from the Palabra de Victoria Church, subject to the Restrictions and Requirements contained in the Application, Agreement, Exhibit A and Exhibit B of the Community Civic Event Application.

Documentation: M.O. 08-090115
Disposition: Approved.

9. APPROVAL FOR COMMUNITY CIVIC EVENT - PORTERVILLE UNIFIED SCHOOL DISTRICT - MONACHE VOCAL DEPARTMENT - KALEIDOSCOPE RUN - SEPTEMBER 27, 2015

Recommendation: That the City Council approve the Community Civic Event Application and Agreement submitted by Porterville Unified School District and Monache Vocal Department, subject to the Restrictions and Requirements contained in the Application, Agreement, Exhibit A and Exhibit B of the Community Civic Event Application.

Documentation: M.O. 09-090115
Disposition: Approved.

10. AMENDMENT TO EMPLOYEE PAY AND BENEFIT PLAN -- MANAGEMENT & CONFIDENTIAL SERIES

Recommendation: That the City Council approve the draft resolution amending the Employee Pay and Benefit Plan.

Documentation: Resolution No. 94-2015

Disposition: Approved.

11. AMENDMENT TO EMPLOYEE PAY AND BENEFIT PLAN -- PORTERVILLE CITY EMPLOYEES' ASSOCIATION

Recommendation: That the City Council approve the draft resolution amending the Employee Pay and Benefit Plan.

Documentation: Resolution No. 95-2015

Disposition: Approved.

12. REQUEST FOR PROCLAMATION - RELAY FOR LIFE DAYS - OCTOBER 3-4, 2015

Recommendation: That the City Council consider approval of the request to proclaim October 3rd and 4th as "Relay for Life Days."

Documentation: M.O. 10-090115

Disposition: Approved.

13. REQUEST FOR PROCLAMATION - LIBRARY CARD SIGN-UP MONTH - SEPTEMBER 2015

Recommendation: That the City Council consider approval of the request to proclaim September 2015 as "Library Card Sign-Up Month."

Documentation: M.O. 11-090115

Disposition: Approved.

14. REQUEST FOR PROCLAMATION - LITERACY AWARENESS MONTH - SEPTEMBER 2015

Recommendation: That the City Council consider approval of the request to proclaim September 2015 as "Literacy Awareness Month."

Documentation: M.O. 12-090115

Disposition: Approved.

PUBLIC HEARINGS

15. HOUSING RELATED GENERAL PLAN AMENDMENT AND DEVELOPMENT ORDINANCE TEXT AMENDMENT

- Recommendation: That the City Council:
1. Adopt the draft resolution approving a General Plan Amendment to incorporate text and figures regarding municipal infrastructure as required by SB 244;
 2. Adopt the draft ordinance amending Table 201.03 of the Porterville Development Ordinance (Chapter 21 of the Porterville Municipal Code) to establish a minimum density of 20 units per net acre in the RM-3 (High Density Residential) zone district; and
 3. Waive further reading, and order the ordinance to print.

City Manager Lollis introduced the item, and Community Development Director Jenni Byers presented the staff report.

The Mayor opened the Public Hearing at 6:51 p.m. Seeing no one, the Mayor closed the Public Hearing at 6:51 p.m.

COUNCIL ACTION: MOVED by Council Member Ward, SECONDED by Council Member Reyes that the City Council adopt the draft resolution approving a General Plan Amendment to incorporate text and figures regarding municipal infrastructure as required by SB 244; adopt the draft ordinance, being AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE AMENDING THE PORTERVILLE DEVELOPMENT ORDINANCE TO ESTABLISH A MINIMUM DENSITY OF 20.0 UNITS PER NET ACRE WITHIN THE RM-3 (HIGH DENSITY RESIDENTIAL) ZONE DISTRICT; waive further reading, and order the ordinance to print. The motion carried unanimously.

The ordinance was read by title only.

Documentation: Resolution No. 96-2015; and Ordinance No. 1826

Disposition: Approved.

16. PROPOSED ANNEXATION 480

- Recommendation: That the City Council adopt the draft resolution to approve Annexation 480, including a minor amendment to the Urban Development Boundary.

City Manager Lollis introduced the item, and Community Development Manager Julie Phillips presented the staff report. It was reported that Community Development Director Byers had a conflict of interest pertaining to real property.

The Public Hearing was opened at 6:59 p.m.

- Judy Kaiser, requested City Council approval of the annexation.
- Val Staley, spoke in favor of approval.

The Public Hearing was closed at 7:01 p.m.

COUNCIL ACTION: MOVED by Council Member Ward, SECONDED by Council Member Gurrola that the City Council adopt the draft resolution to approve Annexation 480, including a minor amendment to the Urban Development Boundary. The motion carried unanimously.

Documentation: Resolution No. 97-2015

Disposition: Approved.

SECOND READINGS

17. SECOND READING - ORDINANCE 1825 - PORTERVILLE DEVELOPMENT ORDINANCE AMENDMENT

Recommendation: That the City Council give Second Reading to Ordinance No. 1825, waive further reading, and adopt said Ordinance.

City Manager Lollis introduced the item and presented the staff report.

COUNCIL ACTION: MOVED by Vice Mayor Hamilton, SECONDED by Council Member Ward that the City Council give Second Reading to Ordinance No. 1825, being AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE AMENDING THE PORTERVILLE DEVELOPMENT ORDINANCE TO INCLUDE INDOOR SHOOTING RANGE AS A SMALL-SCALE COMMERCIAL ENTERTAINMENT AND RECREATIONAL TYPE USE WITH A MINOR CONDITIONAL USE PERMIT APPROVAL, waive further reading, and adopt said Ordinance. The motion carried unanimously.

The ordinance was read by title only.

Documentation: Ordinance No. 1825

Disposition: Approved.

SCHEDULED MATTERS

18. PRESENTATION OF POTENTIAL TULARE COUNTY REGIONAL TRANSPORTATION IMPACT FEES AS PROPOSED BY THE TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Recommendation: That the City Council receive the presentation of potential Tulare County Regional Transportation Impact Fees as proposed by the Tulare County Association of Governments, and provide direction as determined.

City Manager Lollis introduced the item and introduced presenter Ted Smalley, Director of Tulare County Association of Governments.

Following the presentation, the Council discussed: the need for a regional approach, potential changes on the State and Federal level, upcoming projects, the impact of new commercial development, and difficulties identifying a number all the cities and County can agree on.

Mike Lane, Building Industry Association (BIA) of Tulare and Kings Counties, commended Mr. Smalley and his staff for the work they have done; spoke of current impact fees in Tulare, Visalia and Porterville; and stated that members of the BIA were not in favor of a regional transportation impact fee.

The Council directed that Council Member Gurrola, on behalf of the Council, advocate for the inclusion of commercial development, and the County charging at the large city rate.

Documentation: None.

Disposition: Direction given.

The Council took a ten minute recess at 7:45 p.m.

20. MEDICAL CANNABIS ORDINANCE- REVIEW OF FIRST YEAR

Recommendation: That the City Council review the information provided herein and, if desired, provide direction to gather additional information or schedule a public hearing to consider modifications to the existing ordinance.

City Manager Lollis introduced the item, and Community Development Manager Phillips presented the staff report.

Following the report, discussion ensued regarding a recent visit to a dispensary by some members of the City Council and staff. Police Chief Kroutil addressed questions regarding the dispensary visit and its operation; and City Attorney Lew advised of potential ballot measures in 2016.

Wes (last name unknown), dispensary operator, spoke regarding water use associated with medical cannabis farming; and addressed questions regarding security.

Staff was directed to look into regulations pertaining to dispensaries.

Documentation: None.

Disposition: Direction given.

19. OPERATION, USE, AND MAINTENANCE COVENANT ON CITY-OWNED DOWNTOWN PARKING LOT

Recommendation: That the City Council:

1. Approve the draft resolution;
2. Authorize the Mayor to execute all necessary documents; and
3. Authorize staff to record with the County Recorder an Operation, Use, and Maintenance Covenant running with the land on the City-owned

parking lot on the southeast corner of Hockett Street and Cleveland Avenue.

City Manager Lollis introduced the item. Community Development Director Byers presented the staff report and addressed questions from the Council regarding the purpose of the covenant.

COUNCIL ACTION: MOVED by Council Member Ward, SECONDED by Council Member Gurrola that the City Council approve the draft resolution; authorize the Mayor to execute all necessary documents; and authorize staff to record with the County Recorder an Operation, Use, and Maintenance Covenant running with the land on the City-owned parking lot on the southeast corner of Hockett Street and Cleveland Avenue. The motion carried unanimously.

Documentation: Resolution No. 98-2015

Disposition: Approved.

21. CONSIDERATION OF TERMINATING THE JOINT POWER AGREEMENT (JPA) WITH CONSOLIDATED WASTE MANAGEMENT AUTHORITY (CWMA)

Recommendation: That City Council authorize the City's CWMA Board Member to vote to terminate the CWMA JPA.

City Manager Lollis introduced the item, and the staff report was waived at the Council's request. There was brief discussion regarding the purpose of the JPA and the ability of cities to meet the diversion requirements independently.

COUNCIL ACTION: MOVED by Council Member Ward, SECONDED by Council Member Gurrola that the City Council authorize Council Member Reyes to vote to terminate the CWMA JPA. The motion carried unanimously.

Documentation: M.O. 13-090115

Disposition: Approved.

22. STATUS AND REVIEW OF DECLARATION OF LOCAL DROUGHT EMERGENCY

Recommendation: That the City Council:

1. Receive the report of status and review of the Declaration of Local Emergency and determine the need exists to continue said Declaration;
2. Determine the time period and quantity of water to be provided for purchase by the County in support of the East Porterville Household Tank Program; and
3. Review any modifications to the draft Agreement between the City and County of Tulare.

City Manager Lollis introduced the item and presented the staff report. He then addressed questions regarding the status of rental properties and requests for water outside the Urban Development Boundary.

The Council voiced disappointment regarding the water legislation that was recently suspended by Senator Lara; and requested an update on the water levels at the Village Garden wells.

COUNCIL ACTION: MOVED by Council Member Ward, SECONDED by Council Member Reyes that the City Council approve the continued Declaration of Emergency. The motion carried unanimously.

Documentation: M.O. 14-090115

Disposition: Approved.

CONSENT CALENDAR (Items Pulled)

3. POLICE VEHICLE REPAIR ADDITIONAL EXPENDITURE
AUTHORIZATION

Recommendation: That the City Council authorize the additional payment of \$4,446.03 for the repairs to the 2011 Ford Crown Victoria Police Interceptor (Unit #3320).

City Manager Lollis introduced the item and the staff report was waived at the Council's request. Police Chief Kroutil addressed questions regarding damage discovered during the repair process, which resulted in the need for additional payment.

COUNCIL ACTION: MOVED by Council Member Gurrola, SECONDED by Vice Mayor Hamilton that the City Council authorize the additional payment of \$4,446.03 for the repairs to the 2011 Ford Crown Victoria Police Interceptor (Unit #3320). The motion carried unanimously.

Documentation: M.O. 15-090115

Disposition: Approved.

6. AUTHORIZATION TO PURCHASE PLAYGROUND FENCING FOR
VETERANS' PARK

Recommendation: That the City Council authorize staff to purchase playground fencing for Veteran's Park from Anderson Fence Co. in the amount of \$5,579.54 from the City Council Special Purposes Account.

City Manager Lollis introduced the item, and the staff report was waived at the Council's request. Parks and Leisure Services Director Donnie Moore addressed questions from the Council regarding the costs to complete playground fencing at Murry Park as well.

COUNCIL ACTION: MOVED by Council Member Ward, SECONDED by Vice Mayor Hamilton that the City Council authorize staff to purchase playground

fencing for Veteran's Park from Anderson Fence Co. in the amount of \$5,579.54 from the City Council Special Purposes Account.

Documentation: M.O. 16-090115

Disposition: Approved.

ORAL COMMUNICATIONS

None

OTHER MATTERS

- Vice Mayor Hamilton, reported on his attendance at the Library Concert at the Park and commended the Parks & Leisure Services Department for organizing a successful event.
- Council Member Ward, suggested that the City publicize the installation of outdoor fitness equipment at Fallen Heroes Park.
- Council Member Reyes, spoke of his recent visit to Fallen Heroes Park; and announced that the new Leadership Porterville Class would have their first session next week.
- Mayor Stowe, reminded everyone in attendance of the upcoming First Friday Coffee event.
- City Manager Lollis, provided an update on the City's receivership program and Housing Element Community Outreach.

CLOSED SESSION

None

ADJOURNMENT

The Council adjourned at 9:09 p.m. to the meeting of September 15, 2015.

Luisa M. Zavala, Deputy City Clerk

SEAL

Milt Stowe, Mayor



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: Purchase of Police Service Dog

SOURCE: Police

COMMENT: In December 2015, the City of Porterville will be retiring "Dodge," one of the police department's service dogs. With this retirement, the department will operate with three service dogs, leaving one of the department's patrol shifts without an on-duty service dog. Top Dog Training Center is our current police service dog vendor and trainer, and the only service kennel in Tulare County that provides a selection of police service dogs and associated training in accordance with the needs of the department. Top Dog Training Center supplies police service dogs to agencies throughout the State of California, including most agencies in Tulare County, and at a much less expense than providers located out of the area.

The department's service dog specialists recently visited our vendor to evaluate potential service dogs and obtain pricing for a service dog and associated training. The police department would like to enter into an agreement with Top Dog Training Center to acquire a police service dog and necessary training for the dog handler. This vendor provides a full guarantee against any congenital health defects for two years after the date of purchase and additionally guarantees the dog for non-health service-related problems for one year.

The total cost for the police service dog and the related training is \$10,506.87. Funds for this purchase are available in the police department's asset forfeiture account.

RECOMMENDATION: That the City Council:

1. Approve the purchase of a police service dog and related training from Top Dog Training Center; and
2. Authorize the Chief of Police to enter into an agreement with Top Dog Training Center to acquire the service dog and associated training.

ATTACHMENTS: 1. Top Dog Training Center Quote

Appropriated/Funded: MB

Review By:

Department Director:

Eric Kroutil, Police Chief

Final Approver: John Lollis, City Manager

QUOTATION

Date: November 16, 2015

To:

**City of Porterville
Police Department
350 N. D Street
Porterville, Ca 93257**

[illegible]

Top Dog Training Center, 5922 W. Clinton Avenue, Visalia, Ca 93291

Phone 559-740-2146



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: Award of Contract - Porterville Hotel Site Restoration Project

SOURCE: Public Works

COMMENT: On October 28, 2015, staff received three (3) bids for the Porterville Hotel Site Restoration Project. The project consists of removing all of the concrete slabs, over excavating the site by ten (10) feet, placement of fill material, soil compaction, remediation of an isolated soil contamination area, and minor sidewalk and alley repairs. The highest concrete slab elevation is the baseline for establishing the extent of the over excavation.

The Engineer's Estimate of Probable Cost for the project was \$271,845. The low bid presented by MAC General Engineering Inc. of Porterville is \$120,314.00, which is 55.7% below the Engineer's Estimate. An additional \$12,031.40 is required for construction contingency (10%). It is anticipated that an additional \$12,031.40 is required for staff construction management, quality control, and construction surveying (10%). A bulk of the effort in this category will be quality control. The City's on-call soils engineer, CTL, Inc., will be on site during critical construction activities, such as, but not limited to, confirmation that import soils and compaction efforts meet project specifications. Roberts Engineering is the responsible engineer for construction management/inspection services and will assure that the project is completed in accordance with the plans and specifications prepared by this firm. Roberts Engineering services was secured by a City Council action (M.O # 03-020315) on February 3, 2015. These services are not to exceed \$10,775. The total estimated cost for the project is \$155,151.80.

Funding for the project is approved in the 2015/2016 Annual Budget. Funding sources consist of RDA Bond Proceeds, Work Force Housing Grant and re-appropriated General Funds.

The bids are as follows:

Contractor	Amount
1. MAC General Engineering Inc Porterville, CA	\$120,314.00
2. Bowen Engineering & Environmental Fresno, CA	\$267,004.40

3. Todd Companies
Visalia, CA

\$283,795.00

Staff has found the low bid acceptable.

RECOMMENDATION: That City Council:

1. Award the Porterville Hotel Site Restoration Project to MAC General Engineering, in the amount of \$120,314;
2. Authorize progress payments up to 95% of the contract amount;
3. Authorize a 10% contingency to cover unforeseen costs; and
4. Authorize an additional 10% for construction management, construction surveying, quality control, and inspection services.

ATTACHMENTS:

Appropriated/Funded: MB

Review By:

Department Director:

Mike Reed, City Engineer

Final Approver: John Lollis, City Manager



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: Award of Contract - Four (4) Compressed Natural Gas Refuse Trucks

SOURCE: Public Works

COMMENT: On October 29, 2015, staff received eight (8) bids for four (4) compressed natural gas (CNG) refuse trucks. Of the eight (8) bids received, seven (7) were non-responsive to the required specifications. Staff has reviewed the remaining bid and found it to be the only one responsive to the specifications and, as such, the low bidder. The responsive bid is as follows:

<u>Bidder – Four Refuse Collection Trucks</u>	<u>Amount</u>
EM Tharp: Amrep AMHFLPO/Bridgeport ASL32 Porterville, CA	\$1,119,515.90

This bid is 5.28% less than the original estimate of \$1,182,000. The purchase of the four (4) CNG powered refuse trucks is authorized by a Federal Congestion Mitigation & Air Quality (CMAQ) grant administered by Caltrans that must be matched with local funds. The federal share of the project is \$990,771.57; 88.5% of the cost of the vehicles. The City's local share is the remaining 11.50% or \$128,744.33.

The funding for the City's local share was approved in the 2015/2016 annual budget and by Minute Order #02-091515, to be paid from the Public Works' Solid Waste Equipment Replacement Fund, making this a fully funded project.

RECOMMENDATION: That Council award the contract for:

1. Four (4) new CNG Refuse Trucks in the amount of \$1,119,515.90 to EM Tharp; and
2. Authorize payment upon satisfactory delivery of the equipment.

ATTACHMENTS:

Appropriated/Funded: MB

Review By:

Department Director:

Mike Reed, City Engineer

Final Approver: John Lollis, City Manager



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: Acceptance of Project - Wilson Place Concrete Repair Project

SOURCE: Public Works

COMMENT: Todd Companies has completed the Wilson Place Concrete Repair Project per plans and specifications. The project consisted of removal and replacement of curb, gutter and pavement to alleviate drainage issues in the cul-de-sac of Wilson Place just north of Mulberry Avenue.

Staff tracks construction costs of all Capital Improvements Projects and reports project construction expenditures when the project is accepted by the City Council. On August 4, 2015, City Council authorized expenditure of \$28,650 for construction, construction management, quality control services and inspection services for the Wilson Place Miscellaneous Concrete Repair Project. The following itemizes the construction-related costs in two categories: 1) the construction contract, and 2) a combination of construction management, quality control and surveying.

- 1) Final construction cost is \$23,440.
- 2) Construction management, quality control and surveying costs are \$3,816.90.

Total project construction costs equate to \$27,256.90, which is less than the \$28,650 overall budget approved by Council at the time of award. This project is funded by Surface Transportation Program funds as approved in the 2015/2016 Annual Budget.

Staff requests that the City Council accept the project as complete. Staff reviewed the work and found it acceptable.

RECOMMENDATION: That City Council:

1. Accept the project as complete;
2. Authorize the filing of the Notice of Completion; and
3. Authorize the release of the 5% retention thirty-five (35) days after recordation, provided no stop notices have been filed.

ATTACHMENTS: 1. Locator Map

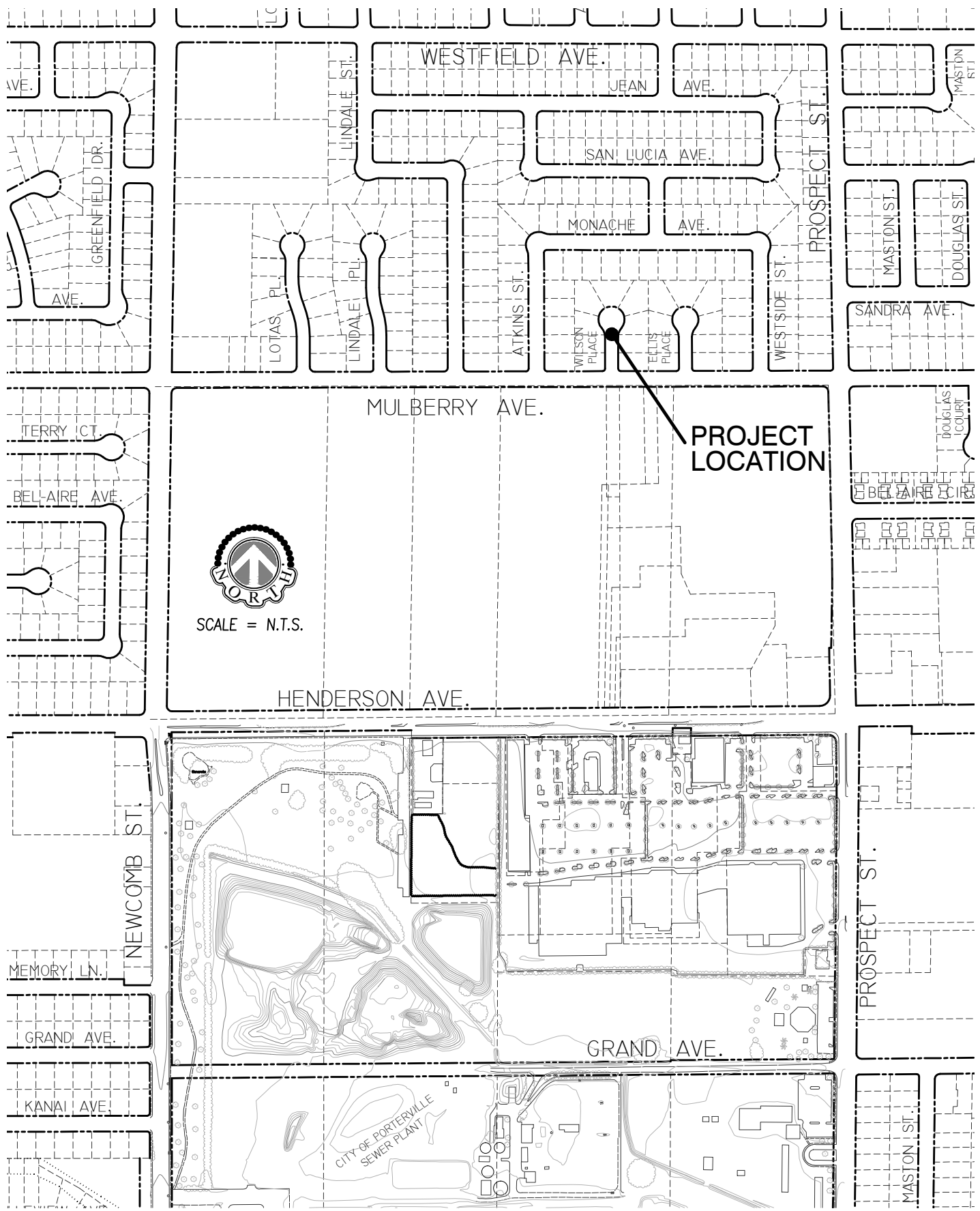
Appropriated/Funded: MB

Review By:

Department Director:

Mike Reed, City Engineer

Final Approver: John Lollis, City Manager



CITY OF PORTERVILLE
ENGINEERING DIVISION
291 NORTH MAIN STREET
PORTERVILLE, CA. 93257
(559) 782-7462

WILSON PLACE
CONCRETE REPAIR
PROJECT

OWNER	-
APN	-
AREA	-
ACRES	-
SCALE	N.T.S.
DATE	-
DRAWN BY	-
CHECKED BY	-



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: Provision of Reduced Transit and Paratransit Fares for Military and Dependent ID Card Holders

SOURCE: Public Works

COMMENT: At the November 10, 2015, Transit Forum, the Tulare County Association of Governments (TCAG) presented a recommendation to all Tulare County transit providers to allow military and dependent ID card holders the ability to ride transit and paratransit services at a reduced rate. TCAG also recommended to reimburse all Tulare County transit providers the difference, from general to reduced, in revenues from Measure R Administration funds. TCAG has budgeted \$10,000 to reimburse transit providers for a one-year pilot program during FY 2015/2016. Should the number of trips exceed the budgeted amount, TCAG stated they will go back to the board for additional revenues to ensure transit providers are fully reimbursed. Based on TCAG recommendations, transit providers agreed to take this item to their respective Councils for direction.

Porterville Transit currently provides a reduced fare on transit and paratransit service for seniors 65 and older, ADA, and medi-care card holders. General and reduced transit and paratransit fares are as follows:

Transit

General 31-Day	\$40.00
General 1-Day	\$3.00
General 1-Ride	\$1.50

Paratransit

General Trip	\$5.00
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Transit

Reduced 31-Day	\$20.00
Reduced 1-Day	\$1.50
Reduced 1-Ride	\$.75

Paratransit

Reduced Trip	\$2.50
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Based on the 2010 Census, there are approximately 2,716 military personnel and/or veterans living within the city limits. However, it is unknown how many military or veterans currently utilize Porterville Transit.

It is staff's recommendation to provide reduced transit and paratransit fares for military and dependent ID card holders, which include Active Duty, Guard & Reserve Military, Retiree Military, Former Military (no longer serving, not retired), Military Dependent, and Veteran.

It is also staff's recommendation to utilize Measure R Administration funds to
Item No. 6.

reimburse the City the difference from general to reduced revenues for all military and dependent ID card holder trips.

RECOMMENDATION: That the City Council:

1. Authorize reduced transit and paratransit fares for military and dependent ID card holders, which include Active Duty, Guard & Reserve Military, Retiree Military, Former Military (no longer serving, not retired), Military Dependent, and Veteran; and
2. Authorize the City to utilize Measure R Administration funds to reimburse the City from general to reduced revenues for the purpose of reimbursing the City the difference in revenues for military and dependent ID card holder trips.

ATTACHMENTS:

Appropriated/Funded: MB

Review By:

Department Director:

Mike Reed, City Engineer

Final Approver: John Lollis, City Manager



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: California Municipal Finance Authority (CMFA) Property Assessed Clean Energy (PACE) Program

SOURCE: Community Development

COMMENT: Since 2014, City Council has opted into four Property Assessed Clean Energy (PACE) Programs. The programs include the Tulare County PACE Program, California First Pace Program, California Hero Program, and the Figtree Program. Staff was recently contacted by Energy Efficient Equity requesting that the City of Porterville opt into the PACE Program available through the California Municipal Finance Authority (CMFA).

The CMFA is a Joint Powers Authority formed to assist local governments, non-profit organizations, and businesses by promoting economic, cultural, and community development with the financing of economic development and charitable activities throughout California. To date, over 200 municipalities, including the City of Porterville, have become members of the CMFA. The City of Porterville adopted Resolution 53-2014 joining the CMFA on August 5, 2014.

As part of its economic and community development, the CMFA, along with its current Program Administrator, Energy Efficient Equity, is offering PACE financing for residential and commercial property owners in its member territories. The CMFA is expected to issue limited obligation bonds, notes or other forms of indebtedness to fund the projects.

PACE is an innovative way to finance energy efficiency, water efficiency, and renewable energy upgrades for residential and commercial buildings. Property owners who participate in the program repay the loans through a voluntary contractual assessment collected together with their property taxes. One of the most notable characteristics of PACE programs is that the loan is attached to the property rather than belonging to an individual. Therefore, when the owner sells the property, the loan may be paid off during the sale or stay with the property and be paid off by the new owner who also benefits from the upgrades that were completed.

PACE financing enables individuals and businesses to defer the upfront costs of energy efficiency, water efficiency, and renewable energy improvements. PACE loans are paid over a long period of time while energy costs are simultaneously lower, which typically provides the property owner with net savings. PACE overcomes challenges that have hindered adoption of energy efficiency and

renewable energy measures for many property owners. The City of Porterville is not obligated to repay the bonds issued by the CMFA or to pay the assessments levied on the participating properties.

The goal of the program is to promote economic growth and job creation in the city of Porterville by allowing businesses and property owners an additional financing tool to lower their operating costs by decreasing energy and water consumption.

RECOMMENDATION: That the City Council adopt the draft Resolution opting into the California Municipal Finance Authority (CMFA) PACE Program.

ATTACHMENTS: 1. CMFA PACE Program Summary
 2. Resolution 53-2014
 3. Draft Resolution - CMFA PACE

Appropriated/Funded: MB

Review By:

Department Director:

Jenni Byers, Community Development Director

Final Approver: John Lollis, City Manager

Energy Efficient Equity

Smart financing for a sustainable future



Join the Program!

Contact us

Phone	1-310-307-4940
eMail	taylor@energyefficientequity.com
Address	10880 Wilshire Blvd. Suite 1101 Los Angeles, CA 90024
Online	www.energyefficientequity.com

Implementing the CMFA PACE Program will provide properties owners in your community a simple and effective way to finance energy and water saving improvements. It's easy to opt-in, self-sufficient and participation is 100% voluntary. Join the movement and discover how the California Municipal Finance Authorities PACE program can benefit you.

Save Energy, Water and Money

Create Local Jobs

Help the Environment

Background

PACE	Assembly Bill (AB) 811 was signed into law on July 21, 2008, and AB 474, effective January 1, 2010, amended Chapter 29 of Part 3 of Division 7 of the Streets & Highways Code of the State of California ("Chapter 29") and authorizes a legislative body to designate an area within which authorized public officials and free and willing property owners may enter into voluntary contractual assessments to finance the installation of distributed generation renewable energy sources, energy efficiency, Seismic and/or water conservation improvements that are permanently fixed to real property, as specified. The financing for these improvements has come to be known as PACE, which stands for Property Assessed Clean Energy.
PACE & California	California has widely adopted an open PACE model which allows multiple programs to successfully operate in the same jurisdictions, fostering innovation and creating healthy competition. As a result California is the nation's leader in PACE financing and energy savings with: • Multiple Active Programs • 40,000 + Completed Projects • \$750 + Million in Financings • 7,500 + Jobs Created • Tons of CO2 Emissions Abated • Millions of gallons of water saved
The CMFA	The California Municipal Finance Authority ("CMFA") is a Joint Powers Authority created to strengthen local communities by assisting with the financing of economic development and charitable activities throughout the State of California. With the goal of giving back to California communities, the CMFA assists local governments, non-profits and businesses with the issuance of taxable and tax-exempt financing aimed at improving the quality of life in California. To date, over 200 municipalities have become members of CMFA.
CMFA, PACE & E3	On April 6 th , 2015 CMFA completed a statewide validation action authorizing the CMFA to offer PACE to its members. The CMFA has partnered with Energy Efficient Equity ("E3") to administer the program throughout California. Municipalities that wish to participate and offer PACE financing in their community can now do so by simply passing an opt-in resolution.

Good for Property Owners

100% Financing	In today's economic environment, financing options are scarce. The program offers competitive financing, for 100% of the project costs, with \$0 out of pocket.
Immediate Savings	Improving the way a property uses energy and water, reduces consumption and provides an immediate cost savings.
100% Voluntary	Program participation is completely up to the property owner.
Customer Protections	The CMFA consumer protection policy provides peace of mind, and is the only PACE program with a repurchase agreement to ensure that property owners are protected from financial loss due to fraud.

Good for the Community

Creates Local Jobs	The Program uses Local registered contractors for all improvements, causing an increase in sustainable full time employment.
Increases Property Values	Energy Efficient properties are in demand and sell for up to 22% more than comparable properties.
Revitalizes Communities	Reduced CO ² emissions + Water Savings + New Jobs + Increased Property Values = A happy community.

Public Private Partnership

Privately Funded	The program is 100% funded with private capital. Demand for PACE bonds is strong and competition is driving rates down for consumers.
Fiscal Impacts	The Program is 100% self-sufficient with no negative fiscal impact or obligation to the city.
Give Back Program	50% of all CMFA issuance fees are contributed back to your community. 25% to the municipality's general fund and 25% to local charities.

To offer the nations premier PACE program in your community, contact us today.

RESOLUTION NO. 53 -2014

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
APPROVING, AUTHORIZING, AND DIRECTING EXECUTION OF A JOINT
EXERCISE OF POWERS AGREEMENT RELATING TO THE
CALIFORNIA MUNICIPAL FINANCE AUTHORITY

WHEREAS, pursuant to Chapter 5 of Division 7 of Title 1 of the Government Code of the State of California (the "Act"), certain public agencies (the "Members") have entered into a Joint Exercise of Powers Agreement Relating to the California Municipal Finance Authority, dated as of January 1, 2004, (the "Agreement"), in order to form the California Municipal Finance Authority (the "Authority"), for the purpose of promoting economic, cultural and community development and in order to exercise any powers common to the Members, including the issuance of bonds, notes or other evidences of indebtedness; and

WHEREAS, the City of Porterville (the "City"), has determined that it is in the public interest and for the public benefit that the City become a Member of the Authority in order to facilitate the promotion of economic, cultural and community development activities in the City, including the financing of projects therefor by the Authority; and

WHEREAS, there is now before this City Council the form of the Agreement; and

WHEREAS, the Agreement has been filed with the City, and the members of the City Council, with the assistance of its staff, have reviewed said document.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Porterville as follows:

Section 1. The Agreement is hereby approved and the Mayor, City Manager or designee thereof is hereby authorized and directed to execute said document, and the City Clerk or such Clerk's designee is hereby authorized and directed to attest thereto.

Section 2. The Mayor, City Manager or designee thereof, the Clerk and all other proper officers and officials of the City are hereby authorized and directed to execute such other agreements, documents and certificates, and to perform such other acts and deeds, as may be necessary or convenient to effect the purposes of this Resolution and the transactions herein authorized.

Section 3. The Clerk shall forward a certified copy of this Resolution and an originally executed Agreement to the Authority in care of its counsel:

Ronald E. Lee, Esq.
Jones Hall
650 California Street, 18th Floor
San Francisco, CA 94108

Section 4. This Resolution shall take effect immediately upon its passage.

PASSED, APPROVED AND ADOPTED this 5th day of August 2014.

By:


Milt Stowe, Mayor

ATTEST:

John D. Lollis, City Clerk

By: 
Patrice Hildreth, Chief Deputy City Clerk

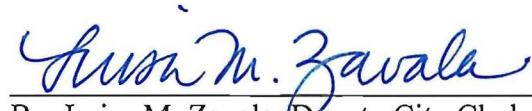
STATE OF CALIFORNIA)
CITY OF PORTERVILLE) SS
COUNTY OF TULARE)

I, JOHN D. LOLLIS, the duly appointed City Clerk of the City of Porterville do hereby certify and declare that the foregoing is a full, true and correct copy of the resolution passed and adopted by the Council of the City of Porterville at regular meeting of the Porterville City Council duly called and held on the 5th day of August, 2014.

THAT said resolution was duly passed, approved, and adopted by the following vote:

Council:	REYES	WARD	STOWE	HAMILTON	GURROLA
AYES:	X	X	X	X	X
NOES:					
ABSTAIN:					
ABSENT:					

JOHN D. LOLLIS, City Clerk



By: Luisa M. Zavala, Deputy City Clerk

RESOLUTION NO. ____-2015

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE CONSENTING TO THE INCLUSION OF PROPERTIES WITHIN THE TERRITORY OF THE CITY IN THE CMFA PACE PROGRAM; AUTHORIZING THE CALIFORNIA MUNICIPAL FINANCE AUTHORITY TO ACCEPT APPLICATIONS FROM PROPERTY OWNERS, CONDUCT CONTRACTUAL ASSESSMENT PROCEEDINGS AND LEVY CONTRACTUAL ASSESSMENTS WITHIN THE TERRITORY OF THE CITY; AND AUTHORIZING RELATED ACTIONS

WHEREAS, the California Municipal Finance Authority (the “Authority”) is a joint exercise of powers authority, the members of which include numerous cities and counties in the State of California, including the City of Porterville (the “City”); and

WHEREAS, the Authority has established its CMFA PACE Program (the “Program”) to allow the financing or refinancing of renewable energy, energy efficiency, water efficiency and seismic strengthening improvements, electric vehicle charging infrastructure and such other improvements, infrastructure or other work as may be authorized by law from time to time (collectively, the “Improvements”) through the levy of contractual assessments pursuant to Chapter 29 of Division 7 of the Streets & Highways Code (“Chapter 29”) within counties and cities throughout the State of California that consent to the inclusion of properties within their respective territories in the Program and the issuance of bonds from time to time; and

WHEREAS, Chapter 29 provides that assessments may be levied under its provisions only with the free and willing consent of the owner or owners of each lot or parcel on which an assessment is levied at the time the assessment is levied; and

WHEREAS, the City desires to allow the owners of property (“Participating Property Owners”) within its territory to participate in the Program and to allow the Authority to conduct assessment proceedings under Chapter 29 within its territory and to issue bonds to finance or refinance Improvements; and

WHEREAS, the territory within which assessments may be levied for the Program shall include all of the territory within the City’s official boundaries; and

WHEREAS, the Authority will conduct all assessment proceedings under Chapter 29 for the Program and issue any bonds issued in connection with the Program; and

WHEREAS, the City will not be responsible for the conduct of any assessment proceedings; the levy of assessments; any required remedial action in the case of delinquencies in such assessment payments; or the issuance, sale, administration, repayment or guarantee of any bonds issued in connection with the Program;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Porterville as follows:

Section 1. This City Council hereby finds and declares that the foregoing recitals are true and correct.

Section 2. This City Council hereby finds and declares that properties in the territory of the City will benefit from the availability of the Program within the territory of the City and, pursuant thereto, the conduct of special assessment proceedings by the Authority pursuant to Chapter 29 and the issuance of bonds to finance or refinance Improvements.

Section 3. In connection with the Program, the City hereby consents to the conduct of special assessment proceedings by the Authority pursuant to Chapter 29 on any property within the territory of the City and the issuance of bonds to finance or refinance Improvements; provided, that

- (1) The Participating Property Owners, who shall be the legal owners of such property, execute a contract pursuant to Chapter 29 and comply with other applicable provisions of California law in order to accomplish the valid levy of assessments; and
- (2) The City will not be responsible for the conduct of any assessment proceedings; the levy of assessments; any required remedial action in the case of delinquencies in such assessment payments; or the issuance, sale, administration, repayment or guarantee of any bonds issued in connection with the Program.

Section 4. The appropriate officials and staff of the City are hereby authorized and directed to make applications for the Program available to all property owners who wish to finance or refinance Improvements; provided that the Authority shall be responsible for providing such applications and related materials at its own expense. The following staff person(s), together with any other staff persons chosen by the Mayor or City Manager of the City from time to time, are hereby designated as the contact persons for the Authority in connection with the Program: Jennifer M. Byers, Community Development Director.

Section 5. The appropriate officials and staff of the City are hereby authorized and directed to execute and deliver such certificates, requisitions, agreements and related documents as are reasonably required by the Authority to implement the Program.

Section 6. The City Council hereby finds that adoption of this Resolution is not a “project” under the California Environmental Quality Act, because the Resolution does not involve any commitment to a specific project which may result in a potentially significant physical impact on the environment, as contemplated by Title 14, California Code of Regulations, Section 15378(b)(4)).

Section 7. This Resolution shall take effect immediately upon its adoption. The City Clerk is hereby authorized and directed to transmit a certified copy of this resolution to the Financial of the Authority at: California Municipal Finance Authority, 2111 Palomar Airport Road, Suite 320, Carlsbad, California 92011, Attn: Anthony Stubbs.

PASSED, APPROVED AND ADOPTED this 15th day of December, 2015.

Milt Stowe, Mayor

ATTEST:
John D. Lollis, City Clerk

By: _____
Patrice Hildreth, Chief Deputy City Clerk



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: Retirement of Police Service Dog

SOURCE: Police

COMMENT: In May 2008, the City of Porterville purchased "Dodge," a two-year-old Belgian Malinois for use as a police service dog. "Dodge" has been working at the police department as a police service dog for over seven years. This is in excess of the standard work life expectancy for a police service dog. At this time, "Dodge" has slowed significantly and is starting to experience minor health issues related to a life of service as a police service dog.

"Dodge" has reached an age and health condition wherein service as a police service dog is not in the best interest of either the department or "Dodge." These factors increase his chances of being injured while on duty as well as his chances of being physically impacted due to our stringent training program. Also, there is an increasing potential "Dodge" will not be able to perform at a peak level when needed. Because "Dodge" is no longer able to perform as a police service dog, the fair market value of "Dodge" is \$1.00.

When a police service dog retires, the two options available are to either euthanize the animal or enter into a contract to sell it to a person who has experience in handling police service dogs and who is willing to assume all liability for the animal upon the sale. Sergeant Gary Miller has a vast amount of experience in handling police service dogs and is willing to assume all liability for the animal. As such, he has requested to purchase "Dodge."

RECOMMENDATION: That the City Council:

- 1) Approve the sale of "Dodge" to Sergeant Gary Miller for the amount of \$1; and
- 2) Authorize the Mayor to execute the agreement and document the sale of "Dodge" to Sergeant Gary Miller.

ATTACHMENTS: 1. Agreement to Purchase City Property

Appropriated/Funded: MB

Review By:

Department Director:

Eric Kroutil, Police Chief

Final Approver: John Lollis, City Manager

AGREEMENT TO PURCHASE CITY PROPERTY

This agreement to Purchase City Property (hereinafter referred to as "AGREEMENT") is made and entered into by and between Gary Miller (hereinafter referred to as "MILLER") and the CITY OF PORTERVILLE (hereinafter referred to as "CITY") and the Porterville Police Department (hereinafter referred to as "PPD") and (hereinafter collectively referred to as "PARTIES").

RECITALS

WHEREAS, Miller is currently a Police Sergeant with the PPD.

WHEREAS, Miller is the former handler of "Dodge," a nine-year-old Belgian Malinois.

WHEREAS, Miller has offered to purchase "Dodge" from the City and the PPD at the time "Dodge" ceases to work as a police service dog for the CITY.

WHEREAS, Miller understands that "Dodge" is a trained police dog and assumes any liability arising out of, connected with, or resulting from the actions of "Dodge" from and after the date of this agreement.

WHEREAS, the PARTIES desire to enter into this AGREEMENT.

NOW, THEREFORE, in consideration of the mutual promises herein contained, the PARTIES hereby agree as follows:

1. MILLER shall purchase "Dodge" from the CITY for the sum of one dollar (\$1.00) and ownership shall pass to MILLER as the DATE OF THIS AGREEMENT.
2. MILLER shall assume all risk of loss and expenses related to the care and maintenance of "Dodge" as of the DATE OF THIS AGREEMENT.
3. MILLER shall assume all liability arising out of, connected with, or resulting from the actions of "Dodge" as of the DATE OF THIS AGREEMENT.

Executed at Porterville, California, this ____ day of December, 2015.

Gary Miller, POLICE SERGEANT

Milt Stowe, MAYOR



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: Approval for Community Civic Event - Porterville Evangelical Iglesia Del Nazareno - Mothers United Against Gang Violence - Annual Candlelight Vigil - December 18, 2015

SOURCE: Finance

COMMENT: The Porterville Evangelical Iglesia del Nazareno, together with Mothers United Against Gang Violence are requesting approval to hold their Annual Candlelight Vigil at Centennial Park on Friday, December 18, 2015, from 7:00 p.m. until 9:00 p.m. This candlelight vigil is being held for families who have lost loved ones due to violent crimes. Street closure of Cleveland Avenue, from Main Street to Second Street has been requested.

This request is made under the Community Civic Events Ordinance No. 1326, as amended. The application has been routed according to the ordinance regulations and reviewed by all departments involved. The requirements are listed on the attached copy of the application, agreement, Exhibit A and Exhibit B.

RECOMMENDATION: That the Council approve the attached Community Civic Event Application and Agreement submitted by Porterville Iglesia del Nazareno and Mothers United Against Gang Violence, subject to the Restrictions and Requirements contained in the Application, Agreement, Exhibit A and Exhibit B of the Community Civic Event Application.

ATTACHMENTS:

1. Community Civic Event Application, Agreement, Exhibit A, Exhibit B, Map, Outside Amplifier Permit and Certificate of Insurance

Appropriated/Funded:

Review By:

Department Director:

Maria Bemis, Finance Director

Final Approver: John Lollis, City Manager

CITY OF PORTERVILLE

291 N. Main Street, Porterville, CA 93257
559-782-7451 Fax: 784-4569 www.ci.porterville.ca.us

fin-pur@ci.porterville.
ca.us



(Incomplete applications can delay permit process)

APPLICATION AND AGREEMENT FOR A PERMIT TO HOLD A COMMUNITY CIVIC EVENT OR OTHER ACTIVITY TO BE HELD ON PUBLIC PROPERTY

DO YOU HAVE? Event Flyer? E-mail address? MARYLOV1027@YAHOO.COM Website? (4th)
Application date: Nov 10th Event date: Dec 18th 2015
11/12/15 Event time: 7:00 pm (5th)

Name of Event: Mothers United Against Gang Violence Candle Light Vigil
(see attached Flyer)

Sponsoring organization: Jafseia Del Nazerano Phone # 559-781-6133
Address: 137 E Morton Ave, Porterville, CA.

Authorized representative: Pastor Frankie Olmedo Phone # 559-789-4299
Address: 137 E Morton Ave Pville CA. 559 (789-4299)

Event chairperson: MARY MARTINEZ Phone # 559-359-4554

Location of event Centennial Park 291 N. Main St, Pville, CA.
(Location map must be attached)

Type of event: Community Support Group for Victims of Crime
Candle Light Vigil & Prayer, music,

Non-profit organization status: Non-Profit - TAX EXEMPT - 94-1664-462
(IRS Determination)

City services requested (fees associated with these services will be billed separately):

Barricades (quantity): 0 Street sweeping Yes No X

Police protection Yes No X Refuse pickup Yes No X

Other:

Parks facility application required: Yes ✓ No Attached pdt

Assembly permit required: Yes No Attached

STAFF COMMENTS (list special requirements or conditions for event):

Appr. Deny

_____	_____	Bus. Lic. Spvr.	_____
_____	_____	Pub. Works Dir	_____
_____	_____	Comm. Dev. Dir.	_____
_____	_____	Field Svcs. Mgr.	_____
_____	_____	Fire Chief	_____
_____	_____	Parks Dir.	_____
_____	_____	Police Chief	_____
_____	_____	Admin. Svcs. Dir.	_____

APPLICATION AND AGREEMENT FOR A PERMIT TO HOLD A COMMUNITY CIVIC EVENT OR OTHER ACTIVITY TO BE HELD ON PUBLIC PROPERTY

A non-profit organization wishes to sponsor an event that is open to the community at large and will utilize public property. Most of the time, Community Civic Events require street or sidewalk closures. This application must be submitted NO LESS THAN 30 DAYS PRIOR to the date of the event in order to obtain City Council approval.

Liability insurance: The sponsoring organization/applicant agrees to provide and keep in force during the term of this permit a policy of liability and property damage insurance against liability for personal injury, including accidental death, as well as liability for property damage which may arise in any way during the term of this permit. **The City of Porterville and Successor Agency to the Porterville Redevelopment Agency shall be named as additional insured.** A Certificate of Liability Insurance and Additional Insured Endorsement sample forms are enclosed for your convenience. **This original certificate and endorsement shall be submitted to the Finance Department prior to the City of Porterville Council's approval.** *The council shall condition the granting of a CCE permit upon the sponsoring entity's filing with the council a policy of public liability insurance in which the city has been named as insured or coinsured with the permittee. The policy of insurance shall insure the city, its officers, and its employees against all claims arising out of, or in connection with, the issuance of the CCE permit or the operation of the permittee or its agents or representatives, pursuant to the permit. The policy of insurance shall provide coverage of no less than one million dollars (\$1,000,000.00) per occurrence of bodily injury and property damage, combined single limit. (Ordinance 15-20(e) 18)*

Alcohol liability insurance: Organization/Applicant will obtain an alcohol permit if any alcoholic beverages are to be served. The insurance policy shall be endorsed to include **full liquor liability** in an amount not less than one million dollars (\$1,000,000) per occurrence. The City of Porterville shall be named as additional insured against all claims arising out of or in connection with the issuance of this permit or the operation of the permitted, his/her agents or representatives pursuant the permit. **Claims-made policies are not acceptable.** *dan*

Health permit: Organization/Applicant **will obtain or ensure** that all participants obtain a 'Temporary Food Facilities' permit(s) from the Tulare County Public Health Department, if any food is to be served in connection with this Community Civic Event. To contact the Tulare County Environmental Health Department located at 5957 S. Mooney Blvd., Visalia, CA, 93277, call 559-733-6441, or fax information to 559-733-6932; or visit their website: www.tularehhsa.org.

First aid station: Organization/Applicant will establish a first aid station, with clearly posted signs, to provide basic emergency care, such as ice/hot packs, bandages, and compresses.

Agreement: The sponsoring organization/applicant agrees to comply with all provisions of the Community Civic Event Ordinance 15-20(e), as amended, and the terms and conditions set forth by City Council and stated in Exhibit 'A.' The sponsoring organization/applicant agrees, during the term of this permit, to secure and hold the City free and harmless from all loss, liability, and claims for damages, costs and charges of any kind or character arising out of, relating to, or in any way connected with his/her performance of this permit. Said agreement to hold harmless shall include and extend to any injury to any person or persons, or property of any kind whatsoever and to whomever belonging, including, but not limited to, said organization/applicant, and shall not be liable to the City for any injury to persons or property which may result solely or primarily from the action or non-action of the City or its directors, officers, or employees.

2 of 4

K/A

Name of event: Candle Light Vigil Sponsored by Mothers United
Sponsoring organization: Ingolsia Del NAZERON
Location: Centennial Park Event date: Dec 18th Event time: 7:00 pm

[illegible]

The nonprofit sponsor shall collect said fee and remit the fee to the city within five (5) working days following the CCE. Said remittance shall be accompanied by a complete list of participants and consecutively numbered receipts written in triplicate, containing the name, address and telephone number of the licensee, and the licensee's California seller's permit number. Said receipts shall be furnished by the city. One copy of the receipt shall be furnished to the licensee, one copy filed with the finance department of the city, and one copy retained by the CCE sponsor for a period of three (3) years for audit purposes.

REQUEST FOR STREET CLOSURES AND PUBLIC PROPERTY USAGE IN CONNECTION WITH THE APPLICATION AND AGREEMENT FOR A PERMIT TO HOLD A COMMUNITY CIVIC EVENT OR OTHER ACTIVITY TO BE HELD ON PUBLIC PROPERTY

Event date: Dec 18th 2015 Hours: 5:30 - 9:00 pm

Allow for set-up
 & clean-up.

[illegible]

Requirements for Community Civic Event

Porterville Evangelical Iglesia del Nazareno and
Mothers United Against Gang Violence

Annual Candlelight Vigil
For Victims of Crime

December 18, 2015

Finance Director:

M. Bemis

Public Works Director, Acting:

M. Reed

Community Development Manager:

J. Phillips

No comments

Field Services Manager:

B. Styles

No comments.

Fire Chief:

G. Irish

Parks and Leisure Services Director:

D. Moore

Vehicles to remain off the grass.

Police Lieutenant:

C. Contreras

Please see recommendations and
requirements in Exhibit B.

Administrative Services Director:

P. Hildreth

See Page 2, Exhibit A.

REQUIREMENTS FOR COMMUNITY CIVIC EVENT

Sponsor: Porterville Evangelical Iglesia del Nazareno
Event: Mothers United Against Gang Violence
Annual Candlelight Vigil for Victims of Crime
Event Chairperson: Mary Martinez
Location: Centennial Park
Date of Event: December 18, 2015

RISK MANAGEMENT: Conditions of Approval

That the Porterville Evangelical Iglesia del Nazareno provide a Certificate of Commercial General Liability Insurance Coverage evidencing coverage of not less than \$1,000,000 per occurrence, and having the appropriate Endorsement naming the City of Porterville Agency, its Officers, Employees, Agents and Volunteers as Additional Insured against all claims arising from, or in connection with, the Permittee's operation and sponsorship of the aforementioned Community Civic Event

- A. Said Certificate of Insurance shall be an original (fax and xerographic copies not acceptable), the Certificate shall be signed by an agent authorized to bind insurance coverage with the carrier, and the deductible, if any, shall not be greater than \$1,000.
- B. Said insurance shall be primary to the insurance held by the City of Porterville, be with a company having an A.M. Best Rating of no less than A:VII, and the insurance company must be an "admitted" insurer in the State of California.

CITY OF PORTERVILLE

APPLICATION FOR COMMUNITY CIVIC EVENT

Proposed Event: Candlelight Vigil/Mothers Against Gang Violence

Date of Event: 12-18-15/6:30pm-8:30pm

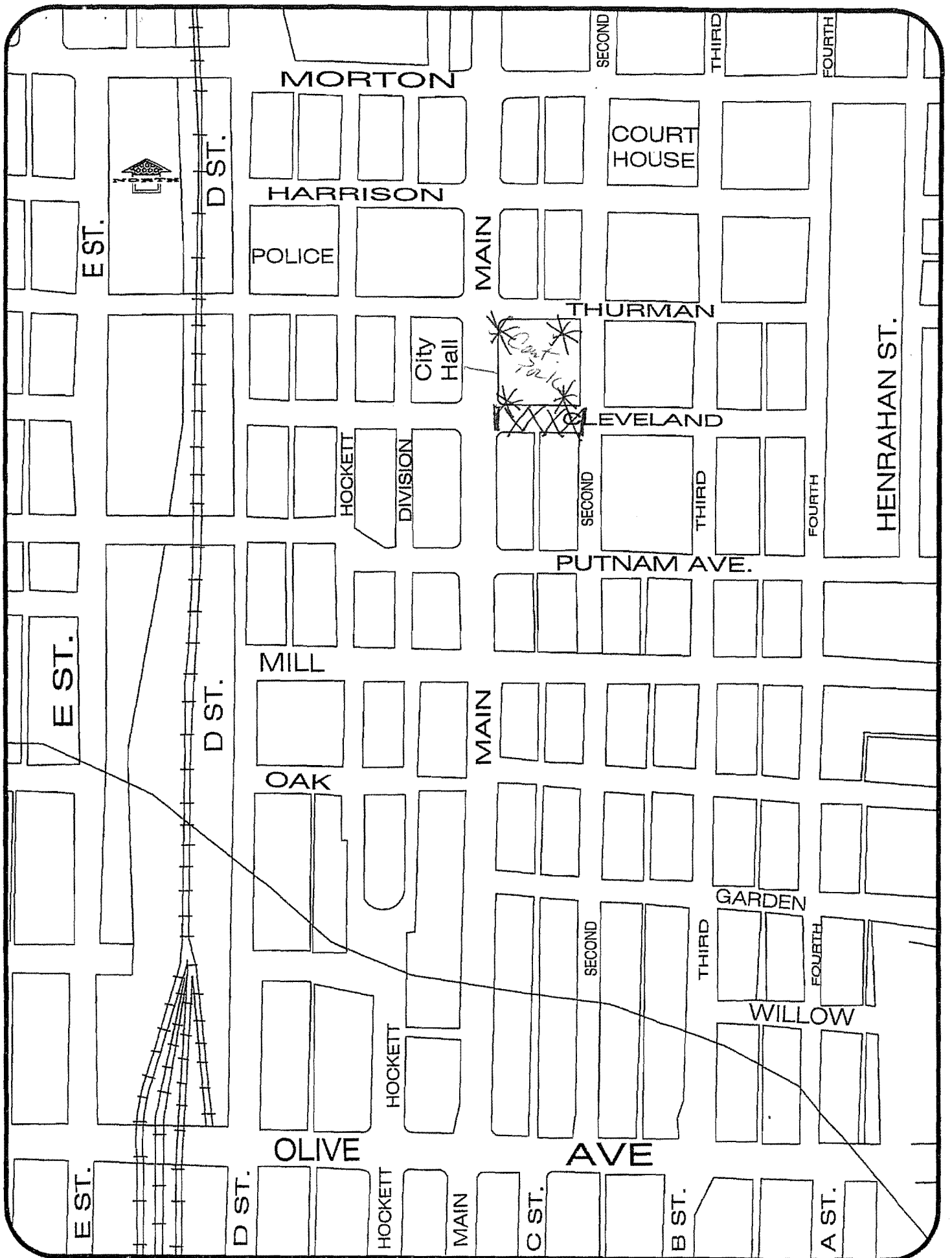
Location of Event: Centennial Park

Recommendations/Requirements:

- City Council approval is required for all street/sidewalk closures.
- Participants must not interfere with the normal flow of pedestrian/vehicular traffic.
- An Outside Amplifier Permit has been requested or approved. However, event organizers shall not allow music or other sound amplifications to be broadcasted so loud as to unreasonably disturb the peace and good order of any residents or business establishments in the surrounding area.
- At conclusion of event, event organizers shall ensure that affected parks/streets/sidewalks are promptly cleared of any vehicles, equipment, booths or anything that could present a hazard to pedestrians or vehicles traveling in the area, as well as any other related materials such as signs, pamphlets and fliers.

Chris Contreras / Lieutenant
Porterville Police Department

Exhibit B



EST.

D ST.

MORTON

HARRISON

POLICE

City Hall

MAIN

COURT HOUSE

SECOND

THIRD

FOURTH

THURMAN



CLEVELAND

HOCKETT

DIVISION

SECOND

THIRD

FOURTH

HENRAHAN ST.

PUTNAM AVE.

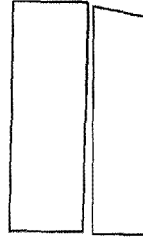
E ST.

D ST.

MILL

OAK

MAIN



HOCKETT

SECOND

THIRD

FOURTH

GARDEN

WILLOW

OLIVE

AVE

E ST.

D ST.

HOCKETT

MAIN

C ST.

B ST.

A ST.

CITY OF PORTERVILLE
OUTSIDE AMPLIFIER PERMIT
(City Ordinances #18-9 & 18-14)



This application must be submitted ten (10) days prior to the date of the event. A copy of this permit must be at the operating premises of the amplifying equipment for which this registration is issued.

- 1 Name and home address of the applicant: MARY MARTINEZ - c/o MARG.
843 W KONGAL AVE Porterville, CA. 93257
- 2 Address where amplification equipment is to be used: 291 N. MAIN ST. Porterville CA.
- 3 Names and addresses of all persons who will use or operate the amplification equipment: VICTOR MARTINEZ PT.
439 N. JACK ST., Porterville CA. 93257
- 4 Type of event for which amplification equipment will be used: Candle Light Vigil. - Gospel Music,
Christmas Music.
- 5 Dates and hours of operation of amplification equipment: 10:30 - 8:30 pm.
- 6 A general description of the sound amplifying equipment to be used: P.T. uses sound syst.

Section 18-9

It shall be unlawful for any person within the city to use or operate or cause to be operated or to play any radio, phonograph, jukebox, record player, loudspeaker, musical instrument, mechanical device, machine, apparatus, or instrument for intensification or amplification of the human voice or any sound or noise in a manner so loud as to be calculated to disturb the peace and good order of the neighborhood or sleep of ordinary persons in nearby residences or so loud as to unreasonably disturb and interfere with the peace and comfort.

The operation of any such instrument, phonograph, jukebox, machine or device in such manner as to be plainly audible at a distance of one hundred feet (100') from the building, structure, vehicle, or place in which, or on which it is situated or located shall be prima facie evidence of a violation of this section.

(Ord. Code § 6311)

Section 18-14

It shall be unlawful for any person to maintain, operate, connect, or suffer or permit to be maintained, operated, or operated, or connected any or sound amplifier in such a manner as to cause any sound to be projected outside of any building or out of doors in any part of the city, except as may be necessary to amplify sound for the proper presentation of moving picture shows, or exhibiting for the convenient hearing of patrons within the building or enclosure in which the show or or exhibition is given, without having first procured a permit from the chief of police, which permit shall be granted at the will of the chief of police upon application in writing therefore, but which permit, when granted, shall be revocable by the city council whenever any such loudspeaker or sound amplifier shall by the council be deemed objectionable, and any such permit may be so revoked with or without notice, or with or without a formal hearing, at the option of the council, and in the event of the revocation of any such permit, the same shall not be renewed, except upon application as the first instance. (Ord. Code § 6312)

Penal Code Section 415 (2) Any of the following persons shall be punished by imprisonment in the county jail for a period of not more than 90 days, a fine of not more than four hundred dollars (\$400), or both such imprisonment and fine: (2) Any person who maliciously and willfully disturbs another person by loud and unreasonable noise.

I hereby certify that I have read and answered all statements on this registration form and that they are true and correct.

Mary Martinez
Signature of Applicant

11-10-15
Date

THIS OUTSIDE AMPLIFIER PERMIT HAS BEEN APPROVED. HOWEVER, WE URGE YOU TO REMAIN CONSIDERATE OF THE GENERAL PEACE AND ORDER OF THE NEIGHBORS IN THE AREA. FAILURE TO ABIDE BY THESE REGULATIONS CAN RESULT IN REVOCATION OF THE PERMIT.

[Signature]
City of Porterville, Chief of Police/Designee

11-19-15
Date



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

11/19/2015

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Mutual Insurance Agency CA License # 0574081 30 N. Marengo Ave Pasadena CA 91101	CONTACT NAME: Maggie Khardalian PHONE (A/C, No, Ext): (626) 795-9595 FAX (A/C, No): (626) 793-7864 E-MAIL ADDRESS: khardalianm@mutualinsagcy.com														
INSURED Porterville Evangelical Iglesia Del Nazareno 137 East Morton Avenue Porterville CA 93257	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left;">INSURER(S) AFFORDING COVERAGE</th> <th style="text-align: left;">NAIC #</th> </tr> <tr> <td>INSURER A: GuideOne Specialty Mutual Ins</td> <td></td> </tr> <tr> <td>INSURER B:</td> <td></td> </tr> <tr> <td>INSURER C:</td> <td></td> </tr> <tr> <td>INSURER D:</td> <td></td> </tr> <tr> <td>INSURER E:</td> <td></td> </tr> <tr> <td>INSURER F:</td> <td></td> </tr> </table>	INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A: GuideOne Specialty Mutual Ins		INSURER B:		INSURER C:		INSURER D:		INSURER E:		INSURER F:	
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INSURER B:															
INSURER C:															
INSURER D:															
INSURER E:															
INSURER F:															

COVERAGES

CERTIFICATE NUMBER: 2015-2016 GL

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY	X		1289-379-BY	6/30/2015	6/30/2016	EACH OCCURRENCE \$ 1,000,000
	☐ CLAIMS-MADE ☒ OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000
							MED EXP (Any one person) \$ 15,000
							PERSONAL & ADV INJURY \$ 1,000,000
							GENERAL AGGREGATE \$ 5,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☐ PRO-JECT ☐ LOC						PRODUCTS - COMP/OP AGG \$ 5,000,000
	OTHER:						\$
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident) \$
	☐ ANY AUTO						BODILY INJURY (Per person) \$
	☐ ALL OWNED AUTOS						BODILY INJURY (Per accident) \$
	☐ HIRED AUTOS						PROPERTY DAMAGE (Per accident) \$
							\$
	UMBRELLA LIAB						EACH OCCURRENCE \$
	EXCESS LIAB						AGGREGATE \$
	DED ☐ RETENTION \$						\$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY						PER STATUTE ☐ OTH-ER ☐
	ANY PROPRIETOR/PARTNER/EXECUTIVE/OFFICER/MEMBER EXCLUDED? (Mandatory in NH)						E.L. EACH ACCIDENT \$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE \$
							E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

The Certificate Holder is named Additional Insured, but only as respects the Insureds use of facilities situated at Centennial Plaza Park, 296 N. Main, Porterville, CA 93257 on December 18, 2015 for the Candle Light Prayer Vigil per Form CG2026 attached.

CERTIFICATE HOLDER**CANCELLATION**

City of Porterville
 Successor Agency to the Porterville
 Redevelopment Agency
 291 N. Main St
 Porterville, CA 93257

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Howard Wooton/DLH

© 1988-2014 ACORD CORPORATION. All rights reserved.

INSURED NAME: **Porterville Evangelical Iglesia Del Nazareno**

POLICY NUMBER: **1289-379-BY**

COMMERCIAL GENERAL LIABILITY

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – DESIGNATED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART.

SCHEDULE

Name of Person or Organization:

**City of Porterville
Successor Agency to the Porterville
Redevelopment Agency
291 N. Main St
Porterville, CA 93257**

(If no entry appears above, information required to complete this endorsement will be shown in the Declarations as applicable to this endorsement.)

WHO IS AN INSURED (Section II) is amended to include as an insured the person or organization shown in the Schedule as an insured but only with respect to liability arising out of your operations or premises owned by or rented to you.



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: Approval for Community Civic Event - Helping Hands of Porterville - Max Fit Studio - Max Fit Christmas Games - December 19, 2015

SOURCE: Finance

COMMENT: Helping Hands of Porterville, along with Max Fit Studio, are requesting approval to hold a family-focused obstacle course event on Saturday, December 19, 2015, from 6:00 a.m. to 11:00 a.m. This event will take place at Max Fit Studio, 34 E. Garden Avenue. There is a request for the street closure of E. Garden Avenue, from Main Street to Second Street and the use of the City parking lot behind Bank of the Sierra to expand the obstacle course for parking and spectators.

This request is being made under Community Civic Event Ordinance No. 1326, as amended. The application has been routed according to the ordinance regulations and reviewed by all departments involved. All requirements are listed on the attached Application, Agreement and Exhibit A.

RECOMMENDATION: That Council approve the Community Civic Event Application and Agreement from Max Fit Studio, subject to the Restrictions and Requirements contained in Application, Agreement and Exhibit A.

ATTACHMENTS:

1. Community Civic Event Application and Agreement, Exhibit A, Map, Outside Amplifier Permit and Certificate of Liability.

Appropriated/Funded:

Review By:

Department Director:

Maria Bemis, Finance Director

Final Approver: John Lollis, City Manager

CITY OF PORTERVILLE

291 N. Main Street, Porterville, CA 93257

559-782-7451 Fax: 784-4569



APPLICATION AND AGREEMENT FOR A PERMIT TO HOLD A

COMMUNITY CIVIC EVENT OR OTHER ACTIVITY TO BE HELD ON PUBLIC PROPERTY

DO YOU HAVE?

Event Flyer?

E-mail address?

maxfitstudios@hotmail.com Website? www.maxfitgames.com

Application date:

11/23/15

Event date:

12-19-2015

Event time:

6am-11am

Name of Event:

Max Fit Christmas Games

Sponsoring organization:

Helping Hands of Porterville Phone # 559-339-4299

Address:

135 E. Olive Ave

Authorized representative:

Mary Sander-Jovi Phone # 559-339-4299

Address:

- Same -

Supervisor - Event Contact

Event chairperson:

Mary Sanders

Phone #

339-4299

Location of event (location map must be attached):

Max Fit Studio (Business address - outside event) Blk #03600

Type of event:

Family Focused Obstacle Course Event

34 E. Garden Porterville

Non-profit status determination:

Yes - Non-Profit Event
Blk # 3874

City services requested (fees associated with these services will be billed separately):

Barricades (quantity): Street blocks

Street sweeping

Yes

No

X

Police protection

Yes

No

X

Refuse pickup

Yes

No

X

Other:

Parks facility application required:

Yes

No

X

Attached

Assembly permit required:

Yes

No

X

Attached

STAFF COMMENTS (list special requirements or conditions for event):

Appr.

Deny

_____	_____	Bus. Lic. Spvr.	_____
_____	_____	Pub. Works Dir	_____
_____	_____	Comm. Dev. Dir.	_____
_____	_____	Field Svcs. Mgr.	_____
_____	_____	Fire Chief	_____
_____	_____	Parks Dir.	_____
_____	_____	Police Chief	_____
_____	_____	Admin. Svcs. Dir.	_____

CITY OF PORTERVILLE

APPLICATION AND AGREEMENT FOR A PERMIT TO HOLD A COMMUNITY CIVIC EVENT OR OTHER ACTIVITY TO BE HELD ON PUBLIC PROPERTY

What constitutes a Community Civic Event?

A non-profit organization wishes to sponsor an event that is open to the community at large and will utilize public property. Most of the time, Community Civic Events require street or sidewalk closures.

Authorization: This permit must be submitted **NO LESS THAN 30 days PRIOR** to the date of the event in order to obtain City Council approval.

City Code requirements:

At least 48" must remain clear on sidewalks for pedestrian traffic.

Do not block any entrance to or exit from buildings.

Area must be accessible to emergency and safety personnel and vehicles.

Electrical cords must be approved and installation checked by the Fire Department.

Liability insurance: The sponsoring organization/applicant agrees to provide and keep in force during the term of this permit a policy of liability and property damage insurance against liability for personal injury, including accidental death, as well as liability for property damage which may arise in any way during the term of this permit. The City of Porterville shall be named as additional insured. **When the location of the event is in Downtown Porterville, the Porterville Redevelopment Agency must also be named as additional insured.** The amounts of such insurance and any additional requirements are listed in Exhibit "A." A Certificate of Liability Insurance form sample is enclosed for your convenience. **This original certificate shall be submitted to the Finance Department prior to the City of Porterville Council's approval.**

ll Authorized Representative Initials

Alcohol liability insurance: Organization/Applicant will obtain an alcohol permit if any alcoholic beverages are to be served. The insurance policy shall be endorsed to include **full liquor liability** in an amount not less than one million dollars (\$1,000,000) per occurrence. The City of Porterville shall be named as additional insured against all claims arising out of or in connection with the issuance of this permit or the operation of the permitted, his/her agents or representatives pursuant the permit. **Claims-made policies are not acceptable.**

N/A

ll Authorized Representative Initials

Health permit: Organization/Applicant **will obtain or ensure** that all participants obtain a 'Temporary Food Facilities' permit(s) from the Tulare County Public Health Department, if any food is to be served in connection with this Community Civic Event. To contact the Tulare County Environmental Health Department located at 5957 S. Mooney Blvd., Visalia, CA, 93277, call 559-733-6441, or fax information to 559-733-6932; or visit their website: www.tularehhsa.org.

N/A

ll Authorized Representative Initials

First aid station: Organization/Applicant will establish a first aid station, with clearly posted signs, to provide basic emergency care, such as ice/hot packs, bandages, and compresses.

ll

Authorized Representative Initials

Agreement: The sponsoring organization/applicant agrees to comply with all provisions of the Community Civic Event Ordinance 15-20(e), as amended, and the terms and conditions set forth by City Council and stated in Exhibit "A." The sponsoring organization/applicant agrees, during the term of this permit, to secure and hold the City free and harmless from all loss, liability, and claims for damages, costs and charges of any kind or character arising out of, relating to, or in any way connected with his/her performance of this permit. Said agreement to hold harmless shall include and extend to any injury to any person or persons, or property of any kind whatsoever and to whomever belonging, including, but not limited to, said organization/applicant, and shall not be liable to the City for any injury to persons or property which may result solely or primarily from the action or non-action of the City or its directors, officers, or employees.

<u>Ray Rangel</u> (Name of Organization)	<u>Max Fit</u> (Signature)	<u>ll</u> 11/23/15 (Date)
---	-------------------------------	------------------------------

VENDOR/PARTICIPANT LIST IN CONNECTION WITH THE APPLICATION AND
AGREEMENT FOR A PERMIT TO HOLD A COMMUNITY CIVIC EVENT OR OTHER ACTIVITY
TO BE HELD ON PUBLIC PROPERTY

Location: _____ Event date: _____ Event time: _____

[illegible]

3 of 4

CITY OF PORTERVILLE

REQUEST FOR STREET CLOSURES AND PUBLIC PROPERTY USAGE IN CONNECTION WITH THE APPLICATION AND AGREEMENT FOR A PERMIT TO HOLD A COMMUNITY CIVIC EVENT OR OTHER ACTIVITY TO BE HELD ON PUBLIC PROPERTY

Name of event: Max Fit Christmas Games

Sponsoring organization: Non-Profit Event for Helping Hands of Porterville

Event date: Dec. 19th, 2015 Hours: 6AM-11am

ATTACH MAP MARKING AREAS TO BE CLOSED OR USED:

Closed

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Activity</u>
Garden (E.)	Main st.	Second st.	Family obstacle Course
<u>Sidewalks</u>	<u>From</u>	<u>To</u>	<u>Activity</u>
<u>Parking lots and spaces</u>	<u>Location</u>	<u>Activity</u>	
City Parking Lot	Bank of Sierra Corp. office	Parking/spectators/ family obstacle Course event	

Requirements for Community Civic Event

Helping Hands of Porterville and
Max Fit Studio

Max Fit Christmas Games
December 19, 2015

Finance Director:
M. Bemis

Public Works Director, Acting:
M. Reed

Community Development Manager:
J. Phillips

No comments.

Field Services Manager:
B. Styles

Barricades may be obtained
and returned at 555 N. Prospect Street

Fire Chief:
G. Irish

No comments.

Parks and Leisure Services Director:
D. Moore

No comments.

Police Captain:
J. Hall

Street closure require council approval.
If approved, barricades should be
placed that they are highly visible and
sufficient in ensuring motorists do not
inadvertently drive down the road where
the event is taking place. Barricades will
be removed upon conclusion of the
event.

Administrative Services Director:
P. Hildreth

See attached Exhibit A, page 2.

Requirements for Community Civic Event

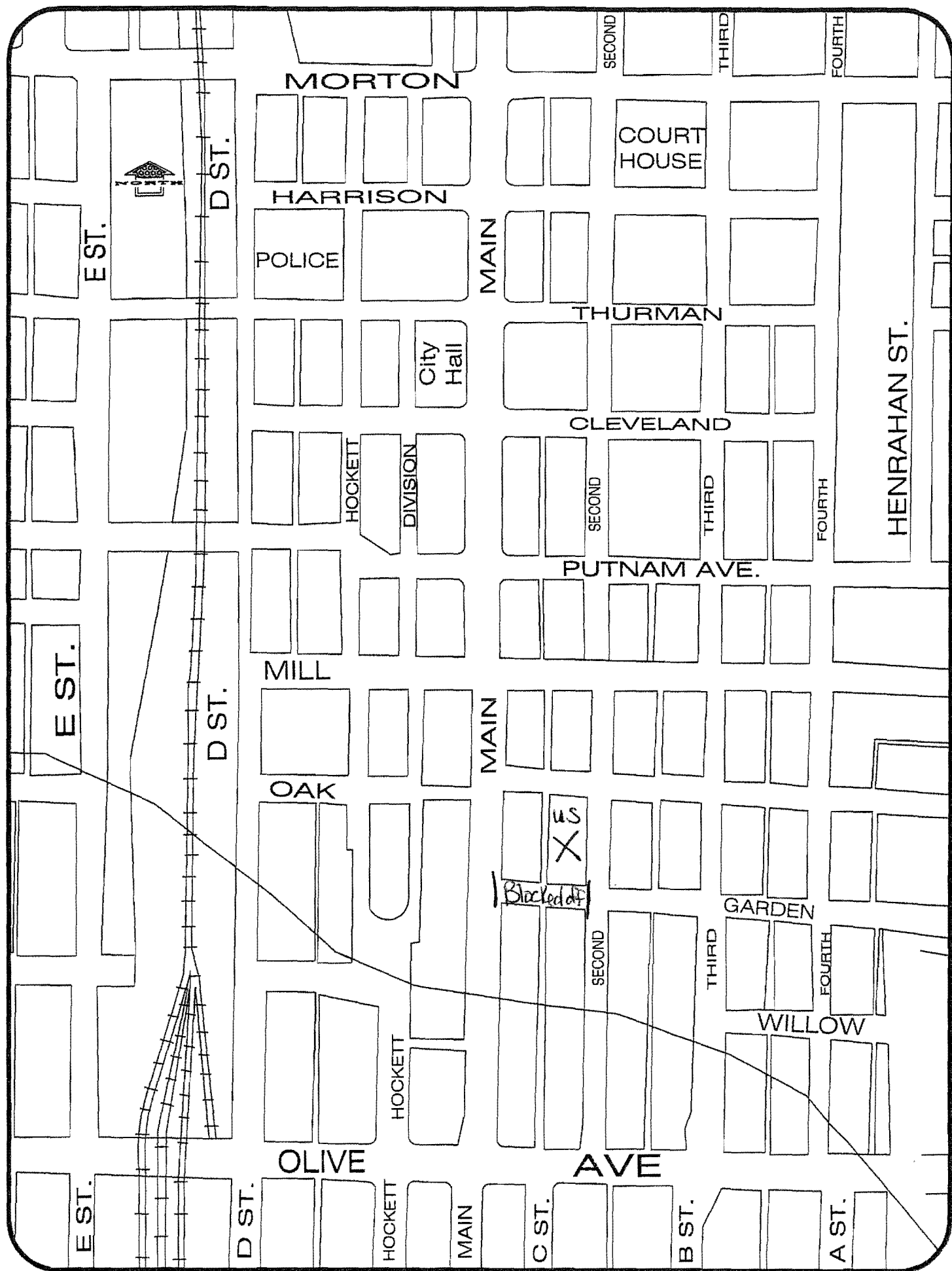
Sponsor: Helping Hands of Porterville
Event: Max Fit Christmas Games
Event Chairman: Mary Sanders
Location: 34 E. Garden
Date of Event: December 19, 2015
Time of Event: 6:00 a.m. to 11:00 a.m.

RISK MANAGEMENT: Conditions of Approval

That Max Fit Studio provide a Certificate of Commercial General Liability Insurance Coverage evidencing coverage of not less than \$1,000,000 per occurrence, and having the appropriate Endorsement naming the City of Porterville, Successor Agency to the Porterville Redevelopment Agency, its Officers, Employees, Agents and Volunteers as Additional Insured against all claims arising from, or in connection with, the Permittee's operation and sponsorship of the aforementioned Community Civic Event.

- a. Said Certificate of Insurance shall be an original (fax and xerographic copies not acceptable), the Certificate shall be signed by an agent authorized to bind insurance coverage with the carrier, and the deductible, if any, shall not be greater than \$1,000.
- a. Said insurance shall be primary to the insurance held by the City of Porterville, be with a company having an A.M. Best Rating of no less than A: VII, and the insurance company must be an 'admitted' insurer in the State of California.

Approval of the Community Civic Events Permit by the Porterville City Council pertains only to authorized activities conducted at designated locations within the incorporated area of the City of Porterville, and such approval shall not be construed or interpreted to authorize sponsor utilization of public right-of-ways outside of the jurisdiction of the City of Porterville.



EST.

D ST.

MORTON

HARRISON

POLICE

MAIN

COURT
HOUSE

THURMAN

City
Hall

CLEVELAND

HOCKETT

DIVISION

SECOND

THIRD

FOURTH

HENRAHAN ST.

PUTNAM AVE.

E ST.

D ST.

MILL

MAIN

OAK

us
X

Blocked off

SECOND

THIRD

FOURTH

GARDEN

WILLOW

OLIVE

AVE

E ST.

D ST.

HOCKETT

MAIN

C ST.

B ST.

A ST.

CITY OF PORTERVILLE
OUTSIDE AMPLIFIER PERMIT
(City Ordinances #18-9 & 18-14)



This application must be submitted ten (10) days prior to the date of the event. A copy of this permit must be at the operating premises of the amplifying equipment for which this registration is issued.

- 1 Name and home address of the applicant: Raymond Rangel
34 E. Garden - Porterville
- 2 Address where amplification equipment is to be used: Place of Business 34 E. Garden
- 3 Names and addresses of all persons who will use or operate the amplification equipment: Raymond Rangel
- 4 Type of event for which amplification equipment will be used: Family focused obstacle
Course Event
- 5 Dates and hours of operation of amplification equipment: Dec. 19th, 2015 (12-19-15)
8am - 10:30am
- 6 A general description of the sound amplifying equipment to be used: Stereo system outside -
possible wireless microphone

Section 18-9

It shall be unlawful for any person within the city to use or operate or cause to be operated or to play any radio, phonograph, jukebox, record player, loudspeaker, musical instrument, mechanical device, machine, apparatus, or instrument for intensification or amplification of the human voice or any sound or noise in a manner so loud as to be calculated to disturb the peace and good order of the neighborhood or sleep of ordinary persons in nearby residences or so loud as to unreasonably disturb and interfere with the peace and comfort.

The operation of any such instrument, phonograph, jukebox, machine or device in such manner as to be plainly audible at a distance of one hundred feet (100') from the building, structure, vehicle, or place in which, or on which it is situated or located shall be prima facie evidence of a violation of this section.

(Ord. Code § 6311)

Section 18-14

It shall be unlawful for any person to maintain, operate, connect, or suffer or permit to be maintained, operated, or operated, or connected any or sound amplifier in such a manner as to cause any sound to be projected outside of any building or out of doors in any part of the city, except as may be necessary to amplify sound for the proper presentation of moving picture shows, or exhibiting for the convenient hearing of patrons within the building or enclosure in which the show or or exhibition is given, without having first procured a permit from the chief of police, which permit shall be granted at the will of the chief of police upon application in writing therefore, but which permit, when granted, shall be revocable by the city council whenever any such loudspeaker or sound amplifier shall by the council be deemed objectionable, and any such permit may be so revoked with or without notice, or with or without a formal hearing, at the option of the council, and in the event of the revocation of any such permit, the same shall not be renewed, except upon application as the first instance. (Ord. Code § 6312)

Penal Code Section 415 (2) Any of the following persons shall be punished by imprisonment in the county jail for a period of not more than 90 days, a fine of not more than four hundred dollars (\$400), or both such imprisonment and fine: (2) Any person who maliciously and willfully disturbs another person by loud and unreasonable noise.

I hereby certify that I have read and answered all statements on this registration form and that they are true and correct.

Ray Rangel
Signature of Applicant

11/23/15
Date

THIS OUTSIDE AMPLIFIER PERMIT HAS BEEN APPROVED. HOWEVER, WE URGE YOU TO REMAIN CONSIDERATE OF THE GENERAL PEACE AND ORDER OF THE NEIGHBORS IN THE AREA. FAILURE TO ABIDE BY THESE REGULATIONS CAN RESULT IN REVOCATION OF THE PERMIT.

[Signature]
City of Porterville, Chief of Police/Designee

11/23/15
Date



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
11/24/2015

PRODUCER BUCKMAN MITCHELL INC 500 North Santa Fe Visalia, CA 93292- 559.733.1181	THIS CERTIFICATION IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.												
INSURED Raymond Rangel DBA: Max Fit 718 W Westfield Ave Porterville, CA 93257-1252	<table border="1"><tr><th>INSURERS AFFORDING COVERAGE</th><th>NAIC #</th></tr><tr><td>INSURER A: Philadelphia Indemnity Insurance Company</td><td>18058</td></tr><tr><td>INSURER B:</td><td></td></tr><tr><td>INSURER C:</td><td></td></tr><tr><td>INSURER D:</td><td></td></tr><tr><td>INSURER E:</td><td></td></tr></table>	INSURERS AFFORDING COVERAGE	NAIC #	INSURER A: Philadelphia Indemnity Insurance Company	18058	INSURER B:		INSURER C:		INSURER D:		INSURER E:	
INSURERS AFFORDING COVERAGE	NAIC #												
INSURER A: Philadelphia Indemnity Insurance Company	18058												
INSURER B:													
INSURER C:													
INSURER D:													
INSURER E:													

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATION MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.							
INSR LTR	ADD'L INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YYYY)	POLICY EXPIRATION DATE (MM/DD/YYYY)	LIMITS	
A	X	GENERAL LIABILITY ☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS MADE ☒ OCCUR ☒ PROFESSIONAL LIABILITY GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☐ PROJECT ☐ LOC	PHPK706179-004	04/08/2015	04/08/2016	EACH OCCURENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	\$1,000,000 \$300,000 \$2,500 \$1,000,000 \$3,000,000 \$3,000,000
		AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ ALL OWNED AUTOS ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ☐ NON-OWNED AUTOS				COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	
		GARAGE LIABILITY ☐ ANY AUTO				AUTO ONLY - EA ACCIDENT OTHER THAN AUTO ONLY: EA ACC AGG	
		EXCESS / UMBRELLA LIABILITY ☐ OCCUR ☐ CLAIMS MADE ☐ DEDUCTIBLE ☐ RETENTION				EACH OCCURENCE AGGREGATE	
		WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? ☐ Y/N (Mandatory in NH) If yes, describe under SPECIAL PROVISIONS below				WC STATUTORY LIMITS E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	
		OTHER					
DESCRIPTION OF OPERATIONS / LOCATIONS/ VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS It is understood and agreed that the following entity is added as an additional insured but only with respect(s) to the operations of the named insured except that liability resulting from the additional insured's sole negligence.							

CERTIFICATE HOLDER

City of Porterville, Successor Agency to the Porterville Redevelopment Agency
219 N Main St
Porterville, CA 93257-

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 10 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

Raymond Rangel

IMPORTANT

If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

DISCLAIMER

This Certificate of Insurance does not constitute a contract between the issuing insurer(s), authorized representative or producer, and the certificate holder, nor does it affirmatively or negatively amend, extend or alter the coverage afforded by the policies listed thereon.

POLICY CHANGE DOCUMENT

POLICY NO:
PHPK706179-004

CHANGE # 2

CHANGE EFFECTIVE: 11/24/2015

Philadelphia Indemnity Insurance Company

PRODUCER: BUCKMAN MITCHELL INC

NAMED INSURED: Raymond Rangel DBA: Max Fit

MAILING ADDRESS 718 W Westfield Ave
Porterville, CA 93257-1252

POLICY PERIOD: FROM 04/08/2015 TO 04/08/2016 at
12:01 A.M. Standard Time at your mailing address shown above.

DESCRIPTION:

In consideration of the premium reflected, the policy is amended as indicated below:
Added 1 Additional Insured.

Total Annual
Additional/Return Premium

\$0.00

Total Prorate
Additional/Return Premium

\$0.00

Total Annual
Additional/Return
Tax/Surcharge/Fee

\$0.00

Total Prorate
Additional/Return
Tax/Surcharge/Fee

\$0.00

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY

Blanket Additional Insured Endorsement

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SECTION II – WHO IS AN INSURED is amended to include the following as an additional insured, but only with respect to liability arising out of your operations, and in accordance with a required Certificate of Insurance:

1. **Managers, Owners or Lessors of the Premises Leased, Rented, or Loaned to You**, but only with respect to that part of the premises leased, rented or loaned to you subject to the following additional exclusions:

This insurance does not apply to:

- a. Any "occurrence" which takes place after you cease to be a tenant in that premises;
- b. Structural alterations, new construction or demolition operations performed by or on behalf of the manager, owner or lessor of the premises;
- c. Any design defect or structural maintenance of the premises or loss caused by a premises defect.

2. **Lessor of Leased Equipment**, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your maintenance, operation or use of equipment leased to you by such person(s) or organization(s) subject to the following additional exclusions:

This insurance does not apply to:

Any "occurrence" which takes place after the equipment lease expires.

3. **Sponsors**, but only with respect to their liability as a sponsor to you.
4. **Co-Promoters**, but only with respect to their liability as a co – promoter to you
5. Subcontractors
6. **Grantor of Franchise**, but only with respect to their liability as grantor of franchise to you.

With respect to any additional insured covered under this policy, this insurance does not apply to the sole negligence of such additional insured.



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: Amendment to the Seasonal and Part-Time Pay Rates

SOURCE: Administrative Services

COMMENT: Effective January 1, 2016, California's minimum wage will increase from the current rate of \$9.00 per hour to \$10.00 per hour. To comply with the State's new minimum wage law, it will be necessary to increase the City's Seasonal and Part-Time Pay Rates. In order to maintain consistency within the salary ranges, and to avoid compaction between classifications, staff is recommending an increase in both minimum and maximum salary rates by up to \$1.00 for all seasonal and part-time positions. This mandatory minimum wage increase has been accounted for during the Fiscal Year 2015-16 budget process.

To effect these changes, it is proposed that the City's Employee Pay and Benefit Plan, Seasonal and Part-Time Pay Rates, be amended by Resolution of the City Council. Attached for Council's reference is the current 2014-15 Seasonal & Part-Time Pay Rate Schedule, as well as the draft resolution and the proposed 2015-16 Pay Rate Schedule.

RECOMMENDATION: That the City Council:

1. Adopt the draft Resolution amending the City's Employee Pay and Benefit Plan, Seasonal and Part-time rates; and
2. Authorize the Mayor to execute these and other documents necessary to implement the provisions hereof.

ATTACHMENTS:

1. Draft Resolution
2. Current 2014-15 Pay Rate Schedule

Appropriated/Funded: MB

Review By:

Department Director:

Patrice Hildreth, Administrative Services Dir

Final Approver: John Lollis, City Manager

RESOLUTION NO. _____ - 2015

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF PORTERVILLE APPROVING AN AMENDMENT
TO THE SEASONAL AND PART-TIME PAY RATES

WHEREAS, the City Council of the City of Porterville has established a Schedule of Wages for Seasonal and Part-time Employees; and

WHEREAS, it is proposed to amend the Fiscal Year 2015-16 Salary Schedule for all Seasonal and Part-time positions in compliance with California's minimum wage, and to maintain consistency within the salary ranges and avoid compaction between classifications.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Porterville does hereby approve the revised Schedule of Wages for Seasonal and Part-time Employees, attached hereto and incorporated herein by this reference as Exhibit "A," effective January 1, 2016.

BE IT FURTHER RESOLVED, that the Mayor of the City of Porterville is hereby authorized to execute those documents as are necessary to implement the provisions hereof.

PASSED, APPROVED and ADOPTED this _____ day of December, 2015.

Milt Stowe, Mayor

ATTEST:
John D. Lollis, City Clerk

By: _____
Patrice Hildreth, Chief Deputy City Clerk

Exhibit “A”

CITY OF PORTERVILLE
SEASONAL AND PART-TIME PAY RATES
2015 – 2016 FISCAL YEAR

After School Assistant II.....	\$10.00 – \$10.82/hour
After School Assistant III.....	\$10.82 – \$16.78/hour
After School Site Supervisor.....	\$16.78 – \$21.42/hour
Assistant Zalud House Curator.....	\$10.00 – \$12.00/hour
Clerical Aide.....	\$10.00 – \$12.00/hour
Library Aide.....	\$10.00 – \$11.25/hour
Lifeguard (Senior Lifesaving).....	\$10.00 – \$12.00/hour
Lifeguard (WSI).....	\$10.00 – \$11.75/hour
Maintenance Aide (Seasonal).....	\$10.00 – \$12.00/hour
Pool Cashier.....	\$10.00 – \$11.50/hour
Pool Manager.....	\$10.50 – \$14.25/hour
Pool Manager Assistant.....	\$10.25 – \$13.25/hour
Recreation Leader I.....	\$10.00 – \$10.75/hour
Recreation Leader II.....	\$10.75 – \$12.50/hour
Recreation Leader III.....	\$12.50 – \$16.25/hour
**Recreation Specialist.....	Percentage of Flat Rate
Reserve Firefighter.....	\$10.00 – \$10.50/hour
Sports Official/Umpire or Referee (Youth).....	\$10.00 – \$22.25/hour
Sports Official/Umpire or Referee (Adult).....	\$10.00 – \$37.25/game
Student Intern.....	\$10.00 – \$12.00/hour
***Off-Highway Vehicle Coordinator.....	\$11.25 – \$16.25/hour
***Off-Highway Vehicle Assistant Coordinator.....	\$10.00 – \$13.25/hour

**Pay to be determined by the number of students enrolled and fees charged for self-supporting classes and activities.

***Funded by State of California Off-Highway Vehicle Division Grant.

CITY OF PORTERVILLE
SEASONAL AND PART-TIME PAY RATES
2014-2015 FISCAL YEAR

After School Assistant II.....	\$ 9.00 - \$10.30 /hr.
After School Assistant III.....	\$10.82 - \$16.78 /hr.
After School Site Supervisor.....	\$16.78 - \$21.42 /hr.
Assistant Zalud House Curator.....	\$ 9.00 - \$11.25 /hr.
Clerical (Part-Time).....	\$ 9.00 - \$11.25 /hr.
Library Aide.....	\$ 9.00 - \$10.25/hr.
Lifeguard (Senior Lifesaving).....	\$ 9.00 - \$10.75 /hr.
Lifeguard (WSI).....	\$ 9.25 - \$11.75 /hr.
Maintenance Aide (Seasonal).....	\$ 9.00 - \$11.75 /hr.
Pool Cashier.....	\$ 9.00 - \$10.75 /hr.
Pool Manager.....	\$ 9.75 - \$14.25 /hr.
Pool Manager Assistant.....	\$ 9.25 - \$13.25 /hr.
Recreation Leader I.....	\$ 9.00 - \$9.75 /hr.
Recreation Leader II.....	\$ 9.25 - \$11.25 /hr.
Recreation Leader III.....	\$10.25 - \$16.25 /hr.
**Recreation Specialist.....	Percentage of Flat Rate
Reserve Firefighter.....	\$ 9.00 - \$ 9.50 /hr.
Sports Official/Umpire or Referee (Youth).....	\$ 9.00 - \$22.25/game
Sports Official/Umpire or Referee (Adult).....	\$9.00 - \$37.25/game
**Off Highway Vehicle Coordinator.....	\$11.25 - \$16.25 /hr.
***Off-Highway Vehicle Assistant Coordinator.....	\$ 9.75 - \$13.25 /hr.

**Pay to be determined by the number of students enrolled and fees charged for self-supporting classes and activities.

***Funded by State of California Off-Highway Vehicle Division Grant.



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: Consideration of Appeal to Zoning Administrator; Determination 2015-063 Regarding a Medical Cannabis Cultivation Permit

SOURCE: Community Development

COMMENT: On November 6, 2015, Mr. Khamkeo Douangdara was denied a Medical Cannabis Cultivation Permit by Zoning Administrator Determination 2015-063. The permit was denied based on the applicant being unable to comply with Section 301.23 e (12) of the Porterville Development Ordinance (PDO) which states: "Medical cannabis cultivation shall be an accessory use to a primary residential use on a property within the RS-1 and RS-2 zones, or at a single-family residence within the RM-1, RM-2 or RM-3 zones. Medical cannabis cultivation is not allowed in multi-family developments or in mobile home parks." The parcel has three legal residential dwelling units. At the October 6, 2015, Council meeting, staff was directed to bring an amendment that would have the potential to allow a parcel with two residences within the RM-2 zone to be granted a permit under specific conditions. Council did not provide direction for parcels with greater than two residences. However, the ordinance is still being drafted and at this time the current regulations are the standards in place.

Chapter 612 of the PDO establishes a procedure for appeals of final decisions by the Zoning Administrator to the City Council. The City Council shall review the appeal within thirty (30) days of the appeal being filed and the City Council shall then render its decision within thirty (30) days of the date the hearing is closed (§612.04 (c) and (f) respectively).

The applicant submitted in writing an appeal to Zoning Administrator Determination 2015-063, the action being appealed and the grounds for the appeal (Attachment 1). Essentially the applicant feels if the grow is located behind his residence, it should be acceptable.

Section 301.23 e (12) of the Porterville Development Ordinance clearly identifies residential uses where cultivation sites can be permitted in the various zones. The applicant's lot in question (APN 259-132-004) is located within the RM-2 zone. In addition, Chapter 700 defines multi-family residential as two (2) or more dwelling units on a lot. Due to these land use standards, the applicant's medical cannabis cultivation permit was denied.

Section 301.12 j (4) of the Porterville Development Ordinance states that the Zoning Administrator may deny any application for a medical cannabis cultivation permit if based on articulated facts that the issuance of such a permit would be detrimental to the public health, safety, or welfare. As part of staff's due diligence, conversations were had with the Porterville Police Department. In October of 2011, in the 600 block of Kensington Place, the Porterville Police Department recovered approximately 1,100 pounds of processed marijuana, \$16,000 in cash and evidence of drug sales. During the course of the investigation a subsequent location was identified and another 800 pounds of marijuana was discovered in the 27400 block of Avenue 146. While Mr. Douangdara had no criminal charges filed against him, his medical marijuana recommendation was included as one of several recommendations used as the justification for the residence to be in possession of

the large amount of marijuana. In May of 2014, the parcel in question had 1,200 marijuana plants. A pending jury trial is set for 2016. Additionally, when the police department reinspected the property in February of 2015, both residences had greater than 40 plants each. Due to the continued noncompliance of the property, staff would have denied the medical cannabis cultivation permit had this history been known at the time of the original denial.

RECOMMENDATION: That the City Council consider the appeal consistent with Section 301.23 of the Porterville Development Ordinance.

ATTACHMENTS:

1. Request for Appeal
2. Aerial Image
3. Section 301.23 of the Porterville Development Ordinance

Appropriated/Funded:

Review By:

Department Director:

Jenni Byers, Community Development Director

Final Approver: John Lollis, City Manager

NOV /12/2015

To whom it may concern

RECEIVED

NOV 12 2015

CITY OF PORTERVILLE
ADMINISTRATIVE SERVICES

My name is KHAMKEO Douangdara

reside at

CA 93257, my phone number is

ST, Porterville

I need to appeal for my medical Cannabis cultivation permit application which was denied on 11/6/15. At pursuant to P.D.O 301.23 (e)(12), Two Houses on one single lot INRM-2 Zoning.

I'm almost seventy ~~one~~ years old and I have a lot of health problem as kidney stone, asthma, gout and chronic pain in my joints. I try medicin from doctors for a long time but it helps little bit but these medicin is ~~too~~ make my stomach ach, when take a lot., I try to use cannabis from friend sometime and it help me a lot, I don't have stomae ach for a long time and it helps me sleep well. ^{and eating well.} I think my

place on the back of my house will be OK to allow me and my wife to grow twenty plants. ^{support} for our health problem. We are appreciate if city counselor will considered our request.

Sincerely yours.

Khamkeo Douangdara.

General GIS Planning Map
Revised 08-20-2015

Property Information

259132004

Owner: [REDACTED]

Owner Address: [REDACTED]

Prop Address: [REDACTED]

Authority Having Jurisdiction: CITY

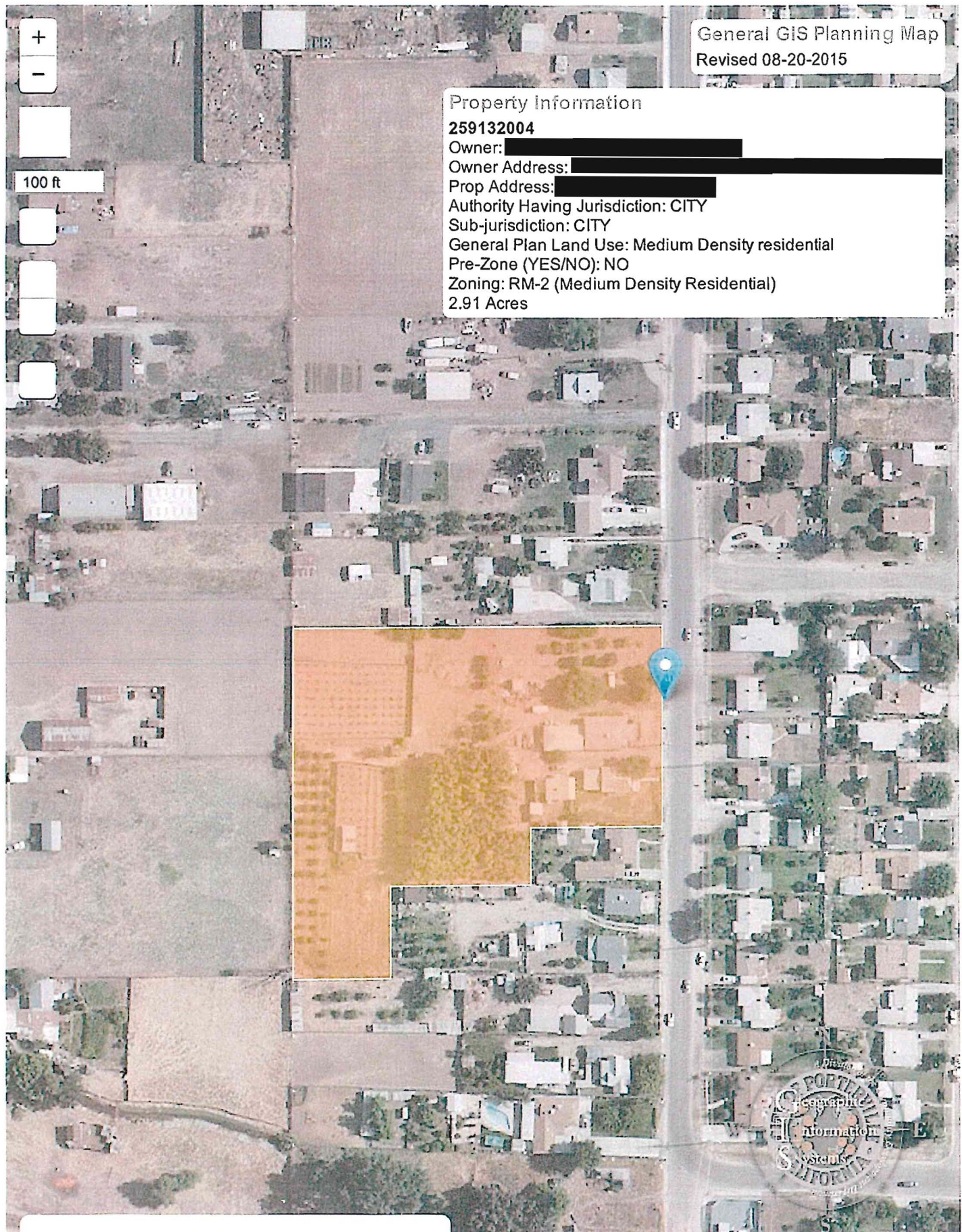
Sub-jurisdiction: CITY

General Plan Land Use: Medium Density residential

Pre-Zone (YES/NO): NO

Zoning: RM-2 (Medium Density Residential)

2.91 Acres



district. For example, if transitional housing is a multi-family use proposed in the RM-1 district, it is subject only to the same restrictions as other multi-family uses in the RM-1 district.

301.23 Medical Cannabis Cultivation

(a) Purpose and Intent

- (1) The City Council of the City of Porterville, based on evidence presented to it in the proceedings leading to the adoption of this chapter, hereby finds that the cultivation, preparation, and distribution of medical cannabis in the city has caused and is causing ongoing impacts to the community. These impacts are intensified by the activities of those who are abusing the current State statutory provisions for the cultivation, processing and distribution of cannabis for nonmedical, improper and illegal purposes. These impacts include increases in various types of crime due to outdoor grows, damage to buildings containing indoor grows, including improper and dangerous electrical alterations and use, inadequate ventilation leading to mold and mildew, increased frequency of home-invasion robberies and related crimes. Many of these impacts have fallen disproportionately on residential neighborhoods, but nonetheless also negatively impact properties in the commercial districts. These impacts have also created an increase in response costs, including code enforcement, building, land use, fire, and police staff time and expenses.
- (2) The City Council also acknowledges that the voters of the State of California have provided a criminal defense to the cultivation, possession and use of medical cannabis for medical purposes under the Compassionate Use Act, but that the Compassionate Use Act does not address land use or building code impacts or issues arising from the resulting increase in cannabis cultivation within the city.
- (3) The purpose and intent of this chapter is to regulate the cultivation, preparation and distribution of medical cannabis in a manner that protects the public health, safety, and welfare of the community and mitigates for the cost to the community of the oversight of these activities.

(b) Interpretation and Applicability

- (1) No part of this chapter shall be deemed to conflict with federal law as contained in the Controlled Substances Act, 21 U.S.C. Section 800 et seq., nor to otherwise permit any activity that is prohibited under that Act or any other local, state, federal law, statute, rule or regulation. The cultivation, preparation, and distribution of medical cannabis in the city is controlled by the provisions of this chapter of the Porterville Development Ordinance.
- (2) Nothing in this chapter is intended to, nor shall it be construed to, preclude a landlord from limiting or prohibiting cannabis cultivation, smoking or other related activities by tenants.

- (3) Nothing in this chapter is intended to, nor shall it be construed to, burden any defense to criminal prosecution otherwise afforded by California law.
 - (4) Nothing in this chapter is intended to, nor shall it be construed to, exempt any cannabis related activity from any and all applicable local and state construction, electrical, plumbing, land use, or any other building or land use standards or permitting requirements.
 - (5) Nothing in this chapter is intended to, nor shall it be construed to, make legal any cultivation, transportation, sale or other use of cannabis that is otherwise prohibited under California law.
 - (6) All cultivation, preparation and distribution of medical cannabis within city limits shall be subject to the provisions of this chapter and other applicable provisions of this Code, regardless of whether cultivation, preparation, or distribution existed or occurred prior to adoption of this chapter.
- (c) **Definitions:** For the purpose of this chapter, the following definitions shall apply unless the context clearly indicates or requires a different meaning:
- (1) **Accessory Structure.** A residential accessory structure shall include any uses that are customarily related to a residence, including garages, greenhouses, storage sheds, studios, and workshops. Any accessory structure must be compliant with Section 301.01 and any other applicable provisions of the Municipal Code.
 - (2) **Dwelling Unit.** A room or suite of rooms including one (1) and only one (1) kitchen, and designed or occupied as separate living quarters for one (1) family.
 - (3) **Medical Cannabis** (also known as medical marijuana). Cannabis, including constituents of cannabis, THC and other cannabinoids, used as a physician-recommended form of medicine or herbal therapy.
 - (4) **Medical Cannabis Cooperative or Collective.** Any person, association, cooperative, affiliation, or collective of persons who provide education, referral, or network services, and/or facilitation or assistance in the cultivation, preparation or distribution of medical cannabis.
 - (5) **Medical Cannabis Cultivation Area.** The area allowed for the growing and preparation of medical cannabis.
 - (6) **Medical Cannabis Cultivation Facility.** A facility at which medical cannabis is grown and harvested for supply to a medical cannabis preparation facility and/or a medical cannabis distribution facility.
 - (7) **Medical Cannabis Distribution.** The supply to a qualified patient by any person, including a primary caregiver, cooperative or collective, of medical cannabis that is not grown in the qualified patient's residence.
 - (8) **Medical Cannabis Distribution Facility/Dispensary.** Any facility or location where the primary purpose is to distribute medical cannabis as a medication upon recommendation by a physician and where medical cannabis is made available to

or distributed by or to a primary caregiver or a qualified patient in strict accordance with the Compassionate Use Act of 1996 (Cal. Health and Safety Code §§ 11362.5 et seq.).

- (9) **Medical Cannabis Preparation.** Includes, but is not limited to: manicuring, drying, curing, pressing, cooking, baking, infusing, grinding, bagging, packaging, rolling.
 - (10) **Medical Cannabis Preparation Facility.** A facility at which medical cannabis is processed for supply to a medical cannabis distribution facility.
 - (11) **Qualified Patient.** As defined in Cal. Health and Safety Code §§ 11362.7 et seq., and as it may be amended from time to time.
 - (12) **Residence.** A legal dwelling unit.
- (d) **Severability:** If any part of this chapter is held to be invalid or inapplicable to any situation by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this chapter.
- (e) **Cultivation Generally:** A qualified patient shall be allowed to cultivate medical cannabis for their own personal use. Cultivation of medical cannabis for said use shall be in conformance with the following standards:
- (1) No more than one medical cannabis cultivation area shall be permitted on a legal parcel, regardless of the number of dwelling units on the parcel;
 - (2) No medical cannabis cultivation site shall be located within 100 feet of a sensitive use “use, sensitive” as defined in Chapter 700;
 - (3) The residence shall remain at all times a residence with legal and functioning cooking, sleeping and sanitation facilities. Medical cannabis cultivation shall remain at all times accessory to the residential use of the property;
 - (4) The qualified patient shall reside at the residence where the medical cannabis cultivation occurs;
 - (5) Cultivation of medical cannabis for personal use shall occur only on the parcel occupied by a qualified patient and shall be for the exclusive use of the qualified patient and otherwise in conformance with this chapter (i.e. no collectives or cooperatives);
 - (6) Cultivation of medical cannabis for personal use shall not displace required off-street parking, or violate any other provisions of the Porterville Municipal Code;
 - (7) Qualified patients shall have no more than the number of plants the patient is permitted under State law to have, provided that in no case shall any parcel/dwelling have more than 20 plants; with not more than 20 cultivated outdoors and/or 20 cultivated indoors within an Accessory Structure;
 - (8) The use of gas products (e.g., CO₂, butane, etc.) for medical cannabis cultivation is prohibited;
 - (9) There shall be no exterior evidence of medical cannabis cultivation occurring at

the property, from a public right-of-way;

- (10) Medical cannabis cultivation is prohibited as a home occupation;
- (11) No distribution of medical cannabis cultivated for personal use shall be allowed other than as otherwise authorized by this Code;
- (12) Medical cannabis cultivation shall be an accessory use to a primary residential use on a property within the RS-1 and RS-2 zones, or at a single-family residence within the RM-1, RM-2 or RM-3 zones. Medical cannabis cultivation is not allowed in multi-family developments or in mobile home parks;
- (13) The cultivation of medical cannabis shall not adversely affect the health or safety of the residents of the property on which it is cultivated, or nearby properties through creation of mold, mildew, dust, glare, heat, noise, noxious gasses, odor, smoke, traffic, vibration, surface runoff, or other impacts, or be hazardous because of the use or storage of materials, processes, products or wastes pursuant to the standards contained in Chapter 306 Performance Standards of this Code;
- (14) Medical cannabis cultivation lighting shall not exceed 1,200 watts;
- (15) The accessory structure(s) shall at all times meet the requirements of the latest adopted version of the California Building, Fire, Mechanical, Electrical and Plumbing Codes (collectively California Codes);
- (16) All electrical equipment used in the cultivation of medical cannabis, (e.g., lighting and ventilation) shall be plugged directly into a wall outlet or otherwise hardwired and permits obtained pursuant to the California Building, Electrical, Mechanical, Plumbing or other state or local laws rules and regulations;
- (17) Prior to performing any work on electrical wiring/rewiring the applicant shall first obtain a building, mechanical and/or electrical permit from the Building Division;
- (18) If required by California Building or Fire Code, the wall(s) adjacent to the cultivation area shall be constructed with 5/8-inch Type X moisture-resistant drywall;
- (19) The growing of medical cannabis outdoors shall comply with the setback requirements for the primary residence on the property subject to the zoning classification of the property;
- (20) Medical Cannabis plants shall be grown in an area enclosed with a solid view obscuring fence, secured with self-closing and locking gates, and shall not exceed a maximum height of five (5) feet for properties with a six (6) foot tall fence. In the alternative, plants may grow to a maximum height of seven (7) feet if the area is fenced and screened to eight (8) feet in compliance with applicable Development Ordinance and California Building Code standards; and
- (21) Areas for cultivation of medical cannabis shall be secured, locked, and fully enclosed and rendered inaccessible to minors.

(f) Preparation

A qualified patient shall be allowed to prepare for personal use medical cannabis cultivated on the property or within his or her private residence or accessory structure.

Preparation of medical cannabis cultivated at the residence shall be in conformance with the following standards:

- (1) Only medical cannabis cultivated at the residence in conformance with this chapter shall be allowed to be prepared for use at the residence;
 - (2) The primary use of a dwelling unit shall remain at all times a residence with legal and functioning cooking, sleeping and sanitation facilities. Medical cannabis preparation shall remain at all times accessory to the residential use of the property;
 - (3) The medical cannabis preparation shall be in compliance with the current adopted edition of the California Codes;
 - (4) The use of gas products (e.g., CO₂, butane, etc.) for medical cannabis preparation is prohibited;
 - (5) The preparation of medical cannabis shall not adversely affect the health or safety of the residents, residence or accessory building in which it is processed, or nearby properties through creation of mold, mildew, dust, glare, heat, noise, noxious gasses, odor, smoke, traffic, vibration, surface runoff, or other impacts, or be hazardous because of the use or storage of materials, processes, products or wastes pursuant to the standards contained in Chapter 306 Performance Standards of this Code; and
 - (6) Cultivation of medical cannabis for personal use shall not displace required off-street parking, or violate any other provisions of the Porterville Municipal Code.
- (g) Medical cannabis preparation is prohibited as a home occupation.
- (h) No sale or distributing of medical cannabis processed for personal use shall be allowed.
- (i) **Individual Distribution Prohibited.** Medical cannabis cultivated or processed for personal use as provided for in this chapter shall not be distributed to any person, cooperative or collective, unless as otherwise proscribed by this Article.
- (j) **Cultivation Permit:**
- (1) Prior to commencing any medical cannabis cultivation, the person(s) owning, leasing, occupying, or having charge or possession of any legal parcel or premises where medical cannabis cultivation is proposed to occur must obtain a medical cannabis cultivation permit from the Community Development Director or his or her designee. The following information will be required with the initial permit application and subsequent permit extensions:
 - a. A notarized signature from the owner of the property consenting to the cultivation of cannabis at the premises on a form acceptable to the City.
 - b. The name of each person owning, leasing, occupying, of having charge of any legal parcel or premises where medical cannabis will be cultivated.

- c. The name of each qualified patient or primary caregiver who participates in the medical cannabis cultivation.
 - d. A copy of the a current valid medical recommendation or county-issued medical marijuana card for each qualified patient identified as required above, and for each qualified patient for whom any person identified as required above is the primary caregiver.
 - e. The physical site address of where the marijuana will be cultivated.
 - f. A signed consent form, acceptable to the City, authorizing City staff, including the Police Department authority, to conduct an inspection of the cultivation area without notice.
 - g. Proof that the applicant and any resident has had no drug related felony convictions within the past seven (7) years.
- (2) The initial permit shall be valid for no more than two (2) years and may be extended in increments of two (2) years.
 - (3) To the extent permitted by law, any personal or medical information submitted with a medical cannabis cultivation permit application or permit extension shall be kept confidential and shall only be used for purposes of administering this chapter.
 - (4) The Zoning Administrator may, in his or her discretion, deny any application for a medical cannabis cultivation permit, or extension thereof, where he or she finds, based on articulated facts, that the issuance of such permit, or extension thereof, would be detrimental to the public health, safety, or welfare. The Zoning Administrator shall deny any application for a medical cannabis permit, or extension thereof, which does not demonstrate satisfaction of the minimum requirements of this chapter. Failure to comply with requirements twice within a permitting period constitutes grounds for permit revocation and serves as a basis for denial of any new application or extension. The denial of any permit application, or permit extension, shall be subject to appeal pursuant to Section 601.11 Appeals.
 - (5) The City may establish a fee or fees required to be paid upon filing of any application for permit(s) as provided by this Chapter, which fees shall not exceed the reasonable cost of administering this chapter, including but not limited to review of applications for permits, monitoring and inspections, and enforcement costs. Said fee or fees shall be established by Resolution of the City Council.
- (k) **Medical Cannabis Cultivation or Distribution Facility/Dispensary.** Medical cannabis distributing facilities or dispensaries are not a permitted use and are prohibited in any and all zoning designations or districts within the city limits.
 - (l) **Enforcement.** Any violation of this chapter is subject to any and all penalties as prescribed in the Porterville Municipal Code, in addition to being subject to other remedies provided by law, including but not limited to, injunctive relief, nuisance abatement action, summary abatement of immediately hazardous conditions, and all other applicable fines, penalties and remedies. This chapter is adopted to address public health and safety issues, and as such, carries with it an express legislative

intent to be interpreted strictly, enforced with an emphasis on public and community safety, and enforced rigorously in a manner such as to deter further violations.

- (m) **Appeals.** With the exception of the appeal process set forth in subsection (J)(4) for consideration of applications for permits, any other decisions made by the Zoning Administrator related to the application and enforcement of this Section including, but not limited to decisions to suspend, revoke or modify a permit, shall be subject to the appeal provisions set forth in Chapter 612 Appeals of the Porterville Development Code.



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: Consideration of Revocation of Business License - Sakura Spa, 315 W. Henderson Avenue, #13, Porterville

SOURCE: Finance

COMMENT: This hearing was continued from November 3, 2015, to today. The purpose of this item is to consider whether the business license for Sakura Spa, located at 315 West Henderson Avenue, #13, held by Jun Mei Zhang, should be revoked. Businesses in the city of Porterville are required to obtain a business license pursuant to Chapter 15 of the Porterville Municipal Code. Pursuant to Section 15-12, "The City Council reserves the right to revoke the license granted any person, when, after notice to the licensee and upon hearing had, it shall appear the business licensed is unlawful, immoral or a menace to the public health, safety, morals, peace or general welfare, or is, or has been, carried on in an illegal or immoral manner, or in such manner as to constitute a menace to the health, safety, morals, peace or general welfare of the people of the city."

On September 24, 2015, police investigations of Sakura Spa led to the arrest of Qiu Feng Xu for prostitution. Qiu Feng Xu does not hold a City business license. A search of the CAMTC (California Massage Therapy Council) website revealed that the arrestee's certificate to practice massage therapy was suspended February 5, 2015, due to having been arrested and charged with Prostitution in Los Angeles on December 5, 2014. In light of these facts, City staff believes that Sakura Spa has met the criteria for revocation of its business license.

The City recommends that the City Council hold the public hearing, consider the information in this report and testimony from City staff, any testimony provided by the business owner, and any other relevant testimony, and determine whether to revoke the Sakura Spa's business license.

RECOMMENDATION: That the City Council:

1. Hold the hearing to consider the revocation of the business license for Sakura Spa, located at 315 West Henderson Avenue, #13; and
2. Take action to revoke the business license for Sakura Spa.

ATTACHMENTS:

1. October 27, 2015 letter with attached business license information and crime/incident report
2. Resolution of the City Council of the City of Porterville

- Revoking the Business License for Sakura Spa, 315 West
Henderson Avenue, #13, Porterville
3. October 30, 2015 Letter with CAMTC Notice

Appropriated/Funded: MB

Review By:

Department Director:

Final Approver: John Lollis, City Manager

NANCY A. JENNER
JULIA M. LEW
CHAD M. LEW

LAW OFFICES OF
MCCORMICK KABOT JENNER & LEW
A PROFESSIONAL CORPORATION
4010 SOUTH DEMAREE STREET
VISALIA, CALIFORNIA 93277

TELEPHONE
(559) 734-6729

MATTHEW C. PIERCE

FACSIMILE
(559) 734-8762

S.L. KABOT, of Counsel
WALTER McCORMICK (1926 - 2005)

INTERNET
WWW.MKJW.COM

October 27, 2015

Zhang Nunmei
[REDACTED]
[REDACTED]

Sakura Spa
315 W. Henderson, #13
Porterville, California 93257

**Re: City of Porterville Business License Revocation Hearing – Sakura Spa, 315 W.
Henderson #13, Porterville**

Dear Ms. Nunmei:

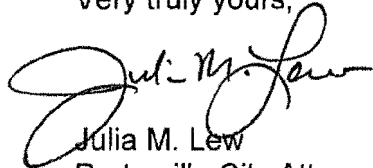
Enclosed please find the documentation the City of Porterville intends to rely on at the Business License Revocation Hearing to be held on November 3, 2015, that it currently has in its possession.

The documentation includes the business license information the City has on file concerning your business. The City did not find a business license in its system for the individual arrested at the premises in September. Also included is a summary of the crime reports from the incident, as required by the California Public Records Act. [See Government Code Section 6254(f).] The actual investigative reports are exempt from disclosure under the Act. It is my understanding that a criminal case has been filed.

The agenda item and staff report will be available via the City's website after 5:00 p.m. on Thursday, October 28th.

Thank you.

Very truly yours,


Julia M. Lew
Porterville City Attorney

encl

cc: John Lollis, City Manager

Itsakuraspa102715.docx



CITY OF PORTERVILLE

291 N. MAIN ST., PORTERVILLE, CA. 93257
(559) 782-7457

City

Application for City Business License

DUE		PAST DUE
For Period	Beginning Ending	6/30/2014
Temporary License For:		
Day(s) From		Thru

FEE MUST ACCOMPANY APPLICATION

Allow 10 to 21 days for necessary inspections and approvals. Licensee is responsible for compliance with all ordinances of the City of Porterville i.e. Fire, Health, Building and Zoning Codes.

☐ RENEWAL ☒ NEW ☒ OWNERSHIP CHANGE ☐ ADDRESS CHANGE ☐ NAME CHANGE

LICENSE NO.

TAX NO.

CA. LIC.

BUSINESS NAME

Sakura Spa

BUSINESS ADDRESS

Sakura Spa

MAILING ADDRESS

315 W Henderson #B

EMAIL ADDRESS

Porterville CA 93257

FAX #

Porterville CA 93257

BUSINESS PHONE NO.

559-781-7988

PLEASE INDICATE OWNERSHIP STATUS: ☒ INDIVIDUAL ☐ PARTNERSHIP ☐ CORPORATION ☐ NON-PROFIT

List owners, partners, or officers

Title

SS#

Residence Address

City

Zip

Residence Phone

Junmei Zhang (owner)

DESCRIPTION OF BUSINESS (give details)

Therapeutic massage

☐ Yes ☒ No Amusement Devices on Premises? Number ☐ Yes ☒ No Coin Operated Machines Number Provide separate list (name, address, phone if owned and operated by vending company).

Do you store hazardous or flammable materials?

☐ Yes ☒ No

If so, list type and quantity.

Contact person's & Phone

1. May 659-300-2168

IMPORTANT READ AND SIGN BELOW - RETURN WITH FEE. VALIDATED LICENSE WILL BE MAILED TO YOU

FROM	TO	FEE	FROM	TO	FEE
.01	25,000.00	25.00	200,000.01	300,000.00	135.00
25,000.01	50,000.00	47.50	300,000.01	400,000.00	160.00
50,000.01	75,000.00	65.00	400,000.01	600,000.00	185.00
75,000.01	100,000.00	80.00	600,000.01	800,000.00	210.00
100,000.01	150,000.00	95.00	800,000.01	1,000,000.00	235.00
150,000.01	200,000.00	110.00	1,000,000.01	AND OVER	260.00

State Mandated Tax SB1186 Add \$1.00

PLUS 25.00 EA ADDITIONAL 200,000.00

Estimate GROSS RECEIPTS: \$25000

FEES DUE: \$25.00

REFUNDS for overpayment must be requested in writing within six months of payment date.

PAST DUE - Cumulative penalty of 25% per month will be added to fee

I certify the above information is correct. (make any corrections as needed.)

Signed by

Junmei Zhang

Office/Title

owner

Application Date

06/17/14

ALL BUSINESS SIGNS WITHIN THE CITY LIMITS MUST BE APPROVED BY THE PLANNING DEPARTMENT.

NOTE: Additional City permits may be necessary before the owner can commence business.

Approved

Date

FOR OFFICE USE ONLY

Approved

Date

Approved

Date

1. Licensing

2. Building

5. Police

2. Accounting

4. Fire

6. Planning

REQUIREMENTS/CONDITIONS

AMOUNT PAID

DATE ISSUED

BY

SIC#

SCHEDULE

DT BUSINESS DISCONTINUED

LICENSE NUMBER

T2

004300

Notify City if you change your business address, name, ownership, nature of business, or if you are no longer doing business in Porterville.

PLEASE RETURN ALL COPIES

CRIME REPORT(s) SUMMARY – QIUFENG, XU

Date and Time of Occurrence: 09/24/15, 16:18 hours

Location of Occurrence: 315 West Henderson Avenue, Porterville CA 93257

Time and Nature of Response:

Undercover operation conducted with Porterville Police Department and Tulare Police Department in response to receipt of information concerning possible prostitution occurring at the business.

Date of Report(s): 09/24/15

Arrestee Information:

Qiufeng, Xu, Sex –F, height 5'7", weight 110, hair black, eyes brown, dob 08/15/69

Factual Circumstances surrounding the crime:

Porterville and Tulare police officers conducted an undercover operation as a result of receiving complaints. Per the operation, an undercover officer entered the business equipped with a discreet audio device and requested and began receiving a massage. Qiufeng engaged in specific actions and communications that led the undercover officer to form an opinion that the crime of prostitution was being initiated, and she was arrested by the assisting detectives.

Arrest/Booking/Release Information:

Qiufeng was booked and then released based on her execution of an Agreement to Appear.

RESOLUTION NO.____-2015

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF PORTERVILLE REVOKING THE BUSINESS LICENSE
FOR SAKURA SPA, 315 WEST HENDERSON AVENUE #13, PORTERVILLE

WHEREAS: All businesses, trades, professions, callings, and occupations transacting business in the city of Porterville are required to obtain a business license and comply with Chapter 15 of the Porterville Municipal Code;

WHEREAS: The City of Porterville Municipal Code Section 15-12 provides, “The City Council reserves the right to revoke the license granted any person, when, after notice to the licensee and upon hearing had, it shall appear the business licensed is unlawful, immoral or a menace to the public health, safety, morals, peace or general welfare, or is, or has been carried on in an illegal or immoral manner, or in such manner as to constitute a menace to the health, safety, morals, peace or general welfare of the people of the city;”

WHEREAS: Consistent with Section 15-12, notice was provided to Sakura Spa, 315 West Henderson Avenue #13, Porterville, business owner Zhang Nunmei, of a public hearing by the City Council to consider revocation of the business license, noticed for November 3, 2015; and

WHEREAS: The Porterville City Council has held the public hearing and duly received and considered evidence and documentation concerning the business operations of Sakura Spa;

NOW, THEREFORE, BE IT RESOLVED: That the City Council of the City of Porterville does hereby make the following findings and determines as follows:

1. The Porterville Police Department has received complaints of illicit activities occurring at the business. In September 2015, an arrest for prostitution occurred at the business's location as a result of investigatory operations by the Police Department, with the arrest occurring under Nunmei's ownership of the establishment. Illegal activity is not permitted at the business.

2. The District Attorney has filed a criminal action concerning the incident.

3. The City has not found individual local business licenses for the individual arrested.

4. The City has not found an active state (“CAMT”) license for the individual arrested. If individuals providing massage services are not licensed by the State, the Massage Therapy Act does not apply to the business. The City has a record indicating that the arrested

individual's CAMT license was suspended on February 5, 2015, due to a prostitution charge filed against the individual in December 2014.

5. Given Nos. 1-4 above, the City Council finds that it appears that the business licensed is unlawful, immoral and a menace to the public health, safety, morals, peace and/or general welfare, and/or has been carried on in an illegal or immoral manner, or in such a manner as to constitute a menace to the health, safety, morals, peace and/or general welfare of the people of the City of Porterville.

6. The City Council hereby revokes the business license for Sakura Spa, 315 West Henderson Avenue #13, Porterville, owner Zhang Nunmei. Business owner/applicant shall not be eligible for a business license for at least one year, or for the longest duration of time permitted by law, whichever is longer. Business owner/applicant shall be subject to all other applicable regulations and laws should any new applications for City permits and licenses be made.

PASSED, APPROVED AND ADOPTED this 1st day of December, 2015.

Milt Stowe, Mayor

ATTEST:
John D. Lollis, City Clerk

By: _____
Patrice Hildreth, Chief Deputy City Clerk

NANCY A. JENNER
JULIA M. LEW
CHAD M. LEW

LAW OFFICES OF
MCCORMICK KABOT JENNER & LEW
A PROFESSIONAL CORPORATION
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FACSIMILE
(559) 734-8762

S.L. KABOT, of Counsel
WALTER McCORMICK (1926 - 2005)

INTERNET
WWW.MKJW.COM

October 30, 2015

Zhang Nunmei
[REDACTED]
[REDACTED]

Sakura Spa
315 W. Henderson, #13
Porterville, California 93257

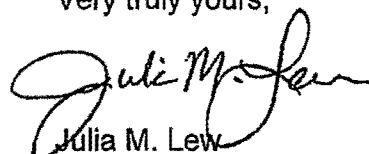
**Re: City of Porterville Business License Revocation Hearing – Sakura Spa, 315 W.
Henderson #13, Porterville**

Dear Ms. Nunmei:

Enclosed please find additional documentation the City of Porterville just received and intends to rely on at the Business License Revocation Hearing to be held on November 3, 2015. The document is a notice dated February 12, 2015, from the California Massage Therapy Council to Qiu Feng Xu, notifying her of suspension of her Massage Therapy Certificate. Per the notice, the suspension was based on her arrest/filed charges on December 5, 2014 in Los Angeles Superior Court for prostitution.

It is our understanding that the suspension remains in effect pending the outcome of that case.

Very truly yours,


Julia M. Lew
Porterville City Attorney

encl

cc: Porterville City Council
John Lollis, City Manager

Itsakuraspa103015.docx



One Capitol Mall, Suite 320
Sacramento, CA 95814
camtcreview@aimgroup.us

February 12, 2015

VIA FIRST CLASS MAIL

To: Qiu Feng Xu, ID #96522, Cert. #58848
[REDACTED]
[REDACTED]

From: Professional Standards Division
California Massage Therapy Council

Re: Suspension of Certificate

This is to inform you that pursuant to Business and Professions Code section 4610(f)(1), your California Massage Therapy Council certificate was suspended on February 5, 2015, on an interim basis. The suspension was based on the fact that you were arrested and charges were filed against you on December 5, 2014, for 647(b) PC ☐ Prostitution, in Los Angeles Superior Court. Pursuant to Business and Professions Code section 4610(f)(1)(C), CAMTC shall also notify any business that employs you that your certificate has been suspended.

The interim suspension of your certificate shall remain in effect until CAMTC receives notice that the charges against you have resulted in either a conviction, acquittal, or have otherwise been dismissed prior to conviction. If CAMTC receives notice that the charges against you have resulted in a conviction, then your certificate shall be subject to revocation.

If CAMTC receives notice that the charges against you have resulted in an acquittal or have otherwise been dismissed, then your certificate will be reinstated and CAMTC will notify you (and any business that has been notified of the suspension) of the reinstatement of your certificate.

ARS/rk



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: Consideration of Revocation of Business License and Request for Continuance - Asian Relaxing Station, 870 W. Henderson Avenue, Porterville

SOURCE: City Attorney

COMMENT: The hearing to consider the revocation of the business license for Asian Relaxing Station and Mei Guo was continued from November 3rd to this date. The business owner's attorney, Robert Ross, requested the continuance because he had not received the police report and audio recordings from the incident, which are transferred once charges are filed at the time of the arraignment.

Criminal charges were filed on or about November 19th, but the arraignment has not been scheduled until January 4, 2016, and Mr. Ross still does not have the discovery. He has requested a continuance until after the January 4th arraignment, when he will receive that information.

The facts and circumstances concerning this business license revocation process are distinguishable from the others the City has undertaken, in that the owner of the business was the individual arrested and charged. As such, she will be entitled to the information upon which the charges are based as part of the criminal process. The criminal process is separate from the business license revocation process, but given the circumstances, additional information will be available to both the business owner and the City. This also means, though, that if the City were to move forward with the hearing prior to that information becoming available, it could raise due process issues.

Therefore, this office requests that the hearing be continued to the January 19, 2016, City Council Meeting, on the condition that the business operations remain suspended until the City Council makes its determination after the business license revocation hearing.

RECOMMENDATION: That the City Council continue the hearing to January 19, 2016, with the condition that the business operations remain suspended until that time.

ATTACHMENTS:

1. October 27, 2015 letter with attached business license information and crime/incident report

Appropriated/Funded:

Review By:

Department Director:

Julia Lew, City Attorney

Final Approver: John Lollis, City Manager

NANCY A. JENNER
JULIA M. LEW
CHAD M. LEW

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S.L. KABOT, of Counsel
WALTER McCORMICK (1926 - 2005)

INTERNET
WWW.MKJW.COM

October 27, 2015

Mei Guo
[REDACTED]
[REDACTED]

Asian Relaxing Station
870 W. Henderson
Porterville, California 93257

Re: City of Porterville Business License Revocation Hearing – Asian Relaxing Station, 870 W. Henderson, Porterville

Dear Ms. Guo:

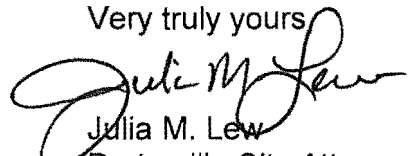
Enclosed please find the documentation the City of Porterville intends to rely on at the Business License Revocation Hearing to be held on November 3, 2015, that it currently has in its possession.

The documentation includes the business license information the City has on file concerning your business. The City located a CAMT licenses for you, but it is not shown to go into effect until November 22, 2015. Also included is a summary of the crime reports from the incident, as required by the California Public Records Act. [See Government Code Section 6254(f).] The actual investigative reports are exempt from disclosure under the Act. It is my understanding that the case is under review for potential prosecution.

The agenda item and staff report will be available via the City's website after 5:00 p.m. on Thursday, October 28th.

Thank you.

Very truly yours,


Julia M. Lew
Porterville City Attorney

encl

cc: John Lollis, City Manager

ltasianrelaxingmassage102715.docx



CITY OF PORTERVILLE
291 N. MAIN ST., PORTERVILLE, CA. 93257
(559) 782-7457

NEW OWNER *EFF Jan 1*

DUE	PAST DUE
For <i>11/15</i> Beginning	<i>4/30/15</i> Ending
Temporary License For:	
Day(s) From	Thru

Application for City Business License

Took over REV. bus.

FEE MUST ACCOMPANY APPLICATION

Allow 10 to 21 days for necessary inspections and approvals. Licensee is responsible for compliance with all ordinances of the City of Porterville i.e. Fire, Health, Building and Zoning Codes

☐ RENEWAL ☒ NEW ☒ OWNERSHIP CHANGE ☐ ADDRESS CHANGE ☐ NAME CHANGE

LICENSE NO. TAX NO. CA. LIC.

BUSINESS NAME *Asian Relaxing Station*

BUSINESS ADDRESS *870 W. Henderson*
Porterville, CA 93257

MAILING ADDRESS *870 W. Henderson*
Porterville, CA 93257

FAX # *(559) 788-2877*

EMAIL ADDRESS

BUSINESS PHONE NO. *(559) 788-2877*

PLEASE INDICATE OWNERSHIP STATUS: ☒ INDIVIDUAL ☐ PARTNERSHIP ☐ CORPORATION ☐ NON-PROFIT

List owners, partners, or officers Title SS# Residence Address City Zip Residence Phone

Mei Guo *Mei Guo* *[Redacted]* *[Redacted]* *[Redacted]* *[Redacted]*

DESCRIPTION OF BUSINESS (give details)

Massage

Amusement Devices on Premises? ☐ Yes ☒ No Number *[Redacted]*

Coin Operated Machines ☐ Yes ☒ No Number *[Redacted]*

Do you store hazardous or flammable materials? ☐ Yes ☒ No

If so, list type and quantity.

Provide separate list (name, address, phone if owned and operated by vending company).

① Contact person's *Meihua Xu* 559 719 0039
② *Chung Jess* 559 803 2989

IMPORTANT READ AND SIGN BELOW -- RETURN WITH FEE. VALIDATED LICENSE WILL BE MAILED TO YOU

FROM	TO	FEE	FROM	TO	FEE
.01	25,000.00	25.00	200,000.01	300,000.00	135.00
25,000.01	50,000.00	47.50	300,000.01	400,000.00	160.00
50,000.01	75,000.00	65.00	400,000.01	600,000.00	185.00
75,000.01	100,000.00	80.00	600,000.01	800,000.00	210.00
100,000.01	150,000.00	95.00	800,000.01	1,000,000.00	235.00
150,000.01	200,000.00	110.00	1,000,000.01	AND OVER	260.00

State Mandated Tax SB1186 Add \$1.00

Estimate GROSS RECEIPTS: *\$24,000* 12/31/2014

FEES DUE: \$

REFUNDS for overpayment must be requested in writing within six months of payment date.
PAST DUE - Cumulative penalty of 25% per month will be added to fee

I certify the above information is correct. (make any corrections as needed.)

Signed by *Mei Guo* Office/Title *12/8/14* Application Date *Owner*

ALL BUSINESS SIGNS WITHIN THE CITY LIMITS MUST BE APPROVED BY THE PLANNING DEPARTMENT.

NOTE: Additional City permits may be necessary before the owner can commence business.

FOR OFFICE USE ONLY

Approved	Date	Approved	Date
1. Licensing		5. Police	
2. Accounting	<i>F/S</i>	6. Planning	<i>12/2014</i>
3. Building	<i>1/6</i>		
4. Fire	<i>12/2014</i>		

REQUIREMENTS/CONDITIONS

AMOUNT PAID	DATE ISSUED	BY	SIC#	SCHEDULE	DT BUSINESS DISCONTINUED	LICENSE NUMBER
				<i>T2</i>	<i>812194</i>	<i>02693</i>

Notify City if you change your business address, name, ownership, nature of business, or if you are no longer doing business in Porterville.

PLEASE RETURN ALL COPIES

CRIME REPORT(s) SUMMARY – GUO, MEI

Date and Time of Occurrence: 09/29/15, 14:50 hours

Location of Occurrence: 870 W. Henderson Street, Porterville CA 93257

Time and Nature of Response:

Undercover operation conducted with Porterville Police Department in response to receipt of information concerning possible prostitution occurring at the business.

Date of Report(s): 09/30/15

Arrestee Information:

Guo, Mei, Sex –F, height 5'4", weight 125, hair black, eyes brown, dob 11/03/69

Factual Circumstances surrounding the crime:

Porterville police officers conducted an undercover operation as a result of receiving a complaint. Per the operation, an undercover officer entered the business equipped with a discreet audio device and requested and began receiving a massage. Guo engaged in specific actions and communications that led the undercover officer to form an opinion that the crime of prostitution was being initiated, and she was arrested by the assisting detectives.

Arrest/Booking/Release Information:

Guo was booked and then released based on her execution of an Agreement to Appear.



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: Parks and Leisure Services Fees

SOURCE: Parks and Leisure Services

COMMENT: This is the time and place set forth for the public hearing in consideration of increasing Parks and Leisure Services fees. Since 2005, Parks and Leisure Services has been using Class, a program registration and facility reservation recreation management software. Class is set to merge with another company during FY 2016/17, rendering Class obsolete.

Staff reviewed seven recreation management systems to receive a good understanding of what is currently being offered. Staff received product demonstrations, performed reference checks, and compared the software providers based on the following software features: web-based, customizable web page, online registration, user friendly, online facility reservation, customizable receipts and reports, and online waiver capability.

It is common for recreation management software system providers to charge a flat rate for the software and then an annual cost for maintenance/updates. These fees range from \$4,000 - \$37,000 for initial start-up, and an average of \$8,000 for annual maintenance.

Another type of recreation management software format requires no start-up or maintenance fees, but rather the software provider receives a percentage of every transaction. Rec1 is built on this per transaction fee based format and is the software provider staff and the Parks and Leisure Services Commission recommend. Currently, the public does not have the option to make park reservations, pool rentals, or program registrations online. Other features of Rec1 not currently provided by Class, include no minimum length of contract terms, league scheduling, a teams portal, facility availability, and text and email blasts. Those still wishing to register in person, however, would be able to do so.

City staff recommends a graduated scale increase for all programs \$30 and up to cover Rec1's 1% transaction fee. Even with this proposed increase, it will be cheaper than the City's current credit card payment option. The recommended scale is:

\$1-\$29 fee = \$0 increase
\$30-\$100 fee = \$1 increase
\$101-\$200 = \$2 increase

\$201-\$300 = \$3 increase
>\$301 = \$4 increase

When the City Council considered the recommendation to increase program fees to recover the increase in registration costs, some members of Council stated that any additional funds received beyond cost recovery if an increase was approved should be allocated to new and/or expanding Parks & Leisure Services programs.

RECOMMENDATION: That the City Council:

1. Conduct a public hearing to solicit comment on the proposed Parks and Leisure Services program fees scale increase; and
2. Consider the draft resolution adopting an increase in Parks and Leisure Services program fees.

ATTACHMENTS: 1. Draft Resolution

Appropriated/Funded: MB

Review By:

Department Director:

Donnie Moore, Parks and Leisure Services Director

Final Approver: John Lollis, City Manager

RESOLUTION NO. ____-2015

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF PORTERVILLE ADOPTING
PARKS AND LEISURE SERVICES FEES

WHEREAS, Section 2-112 of the City of Porterville Municipal Code authorizes the City Council of the City of Porterville to establish fees for various departments including the Parks and Leisure Services Department;

NOW, THEREFORE, be it resolved by the City Council of the City of Porterville that the following fee scale increase to Parks and Leisure Services be adopted, with said fees to become effective January 1, 2016.

\$1-\$29 fee	=	\$0 increase
\$30-\$100 fee	=	\$1 increase
\$101-\$200 fee	=	\$2 increase
\$201-\$300	=	\$3 increase
>\$301	=	\$4 increase

PASSED, APPROVED AND ADOPTED this 1st day of December 2015.

Milt Stowe, Mayor

ATTEST:
John D. Lollis, City Clerk

By: _____
Patrice Hildreth, Chief Deputy City Clerk



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: Pacific Rim Commercial Mixed-Use Project Modification No. 2

SOURCE: Community Development

BACKGROUND:

On March 5, 2013, City Council approved entitlements for the development of the Pacific Rim Commercial Mixed-Use Project. The entitlements included a General Plan Amendment (Resolution 13-2014), Zone Change (Ordinance 1796), Tentative Parcel Map (Resolution 14-2013) and a Conditional Use Permit (Resolution 15-2013) to facilitate the development of a commercial mixed-use project that included 168 multi-family residential apartment units, 40,690± square feet of commercial uses, an 18,000± square foot two-story office building, and a 518 unit (61,450 square feet) personal storage facility. The General Plan Amendment and Zone Change were required to change the land use designation and zoning from RM-3 (High Density Residential), RM-2 (Medium Density Residential) and CN (Neighborhood Commercial) to CMX (Commercial Mixed-Use). The Tentative Parcel Map divided a 23.4± acre lot into four (4) parcels and the Conditional Use Permit was granted to accommodate the 518 unit (61,450 sq. ft.) personal storage facility. Since the City Council approved and adopted entitlements for the development of the Pacific Rim Commercial Mixed-Use Project, on-site and off-site construction has commenced. The construction of the 168 unit multi-family residential apartments (Village At Henderson) are 100 percent complete.

On March 17, 2015, the City Council approved Modification No. 1 to the Pacific Rim Commercial Mixed-Use Project (Modification No.1). The applicant requested modifications to the commercial element of the project as follows: increasing the retail space from 40,690 to 70,310 square feet, removing 18,000 square feet of office space, reducing the personal storage facility from 518 units to 214 units and modifying the approved elevation plans. The entitlements included a modification to a Conditional Use Permit (Resolution No. 31-2015), a Conditional Use Permit (Resolution No. 32-2015), and an Ordinance Amendment (Ordinance No. 1822).

COMMENT: On November 4, 2015, the project applicant submitted to the Project Review Committee Modification No. 2 to the Pacific Rim Commercial Mixed-Use Project as approved. At this time, the applicant is requesting a modification to the personal storage facility component of the project to convert the 3.32± acre parcel designated for 214 self-storage units into 32 apartment units as an addendum to the existing Village at Henderson apartment complex.

There are three components to the Pacific Rim Commercial Mixed-Use Development. The first component is the Village at Henderson 168-unit apartment complex. Frontage and access to the apartments are along Henderson Avenue with secondary access from Newcomb Street across the nearly completed 80-unit affordable multi-family residential development (Newcomb Court Apartments, which is not a part of the Pacific Rim Development).

The second component includes the commercial development which proposes to include: 16,200± square feet in-line retail 'A', 16,200± square feet in-line retail 'B', two (2) minor retail pads (4,200± sq. ft. each), two (2) fast food pads (3,270± sq. ft. each), 3,900± in-line retail 'C', and a 19,350± square feet Major Tenant. As a condition of approval for the commercial element and mixed-use development project, retail sales shall not occupy more than 50,000 square feet of retail space pursuant to Table 203.02: Land Use Regulations - Commercial District of the Porterville Development Ordinance. This second component of the project has not commenced construction.

The final component of the project is the 214± unit personal storage facility. The facility is proposed on the southwestern portion of the overall project tucked primarily behind the commercial center. The area was to consist of 214± individual units varying in unit size.

The applicant is requesting a modification to the final component of the mixed-use project. The modification intends to convert the 3.32± acre parcel designated for 214± self-storage units into 32 apartment units as an addendum to the existing 168 unit apartment complex known as Village at Henderson. A matching six (6) foot tall concrete block wall with pilasters and stucco finish proposes to surround the 32 unit addition, with two access points along Henderson Avenue and one access point along Newcomb Street. The westerly access point to the parcel shall be from Henderson Avenue by driving across the commercial component of the mixed-use project. The easterly access point to the parcel shall be from Henderson Avenue and Newcomb Street by driving through the Village at Henderson and the Newcomb Court Apartments. The project will be consistent with the overall design and theme of the complex by incorporating Spanish mission concrete tile, stucco finish and contain similar colors. The design and development standards of the 32 unit apartment addition complies with the land use designation and zoning of the Commercial Mixed-Use (CMX) District. The addition includes four apartment buildings, a community pool with arbor, one pool shower/restroom building, and approximately 11,200 square feet of open space. In addition, each unit shall be provided with 50 square feet of personal outdoor space. The evolving changes to the Pacific Rim Commercial Mixed-Use Development Project are illustrated below:

Approved 2013 IS/MND - March 5, 2013	Approved Modification No. 1 - March 17, 2015	Proposed Modification No. 2-December 1, 2015
Approved Elevations	Modified Elevations	None
168-unit multi-family apartments	No Change	None
40,690 sq. ft. of retail	70,310 sq. ft. of retail	None
18,000 sq. ft. of office	0 sq. ft. of office	None
518 units (61,450 sq. ft. of personal storage facility)	214 units (26,200 sq. ft. of personal storage facility)	32 units multi-family apartments

ANALYSIS: The proposed modification to the Pacific Rim Commercial Mixed-Use Project complies with the design criteria and development standards for the land use designation and zoning of the Commercial Mixed-Use (CMX) District. The modifications do not affect the integrated theme of the overall development project. The project will be consistent in design by incorporating the Spanish mission concrete tile, stucco finish and will contain similar colors. The modifications requested would require a modification to Conditional Use Permit (PRC 2012-002-GZCPM) for the mixed-use development and rescinding Conditional Use Permit (PRC 2012-002-C) for the personal storage facility. The Notice of Public Hearing identified that the proposed changes would require a modification to Ordinance 1822; however, upon further review, only the Conditional Use Permits required above would be necessary. Approval would allow the conversion of the 3.32± acre parcel designated for 214 self-storage units into 32 apartment units as an addendum to the existing 168 unit apartment complex known as Village at Henderson. The multi-family residential apartments and pedestrian connectivity from the residential neighborhood to the south of the project will not be affected. The proposed modification will not have a substantial adverse effect on the surrounding land uses and conditions of approval are in place to protect the public's safety and interest.

The CMX General Plan Land Use Designation and Zoning Classification will permit the modifications and features of the development as proposed. All of the buildings throughout the project provide consistent design, colors, and features. The abundant landscaping and architectural features through the facility present a sense of place while providing a convenient location for multi-family residential uses and commercial uses.

ENVIRONMENTAL REVIEW:

A Mitigated Negative Declaration (MND) was adopted on March 5, 2013, with a subsequent Addendum on March 17, 2015. The Environmental Coordinator made the determination that, as directed by §15162 of the CEQA Guidelines, no further environmental review is merited because the proposed project modifications would not result in additional or substantially increased environmental effects.

RECOMMENDATION:

That the City Council consider:

- 1 Adopting the draft Resolution approving the modification of Conditional Use Permit PRC 2012-002-GZCP for the Pacific Rim Commercial Mixed-Use Project;
2. Rescinding Conditional Use Permit 2012-002-C (Resolution No. 31-2015); and
3. Authorizing the City Engineer and the Zoning Administrator to review the attached Lot Line Adjustment Map

ATTACHMENTS:

1. Draft Resolution - CMX CUP
2. Rescind Resolution 31-2015
3. Lot Line Adjustment Map

Appropriated/Funded: MB

Review By:

Department Director:

Final Approver: John Lollis, City Manager

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
CONTAINING FINDINGS IN SUPPORT OF APPROVAL OF A MODIFICATION TO
CONDITIONAL USE PERMIT (PRC 2012-002-GZCP) FOR THE PACIFIC RIM
COMMERCIAL MIXED-USE PROJECT

WHEREAS: The City Council of the City of Porterville at its regularly scheduled meeting of March 5, 2013, conducted a public hearing to consider entitlements needed to permit the proposed Pacific Rim Commercial Mixed-Use Project (2012-002) which included a General Plan Amendment, Zone Change, Tentative Parcel Map, and Conditional Use Permit; and

WHEREAS: On March 5, 2013, the City Council of the City of Porterville adopted the Mitigated Negative Declaration with mitigation measures prepared for the General Plan Amendment 2012-002-G, Zone Change 2012-002-Z and related development of the Pacific Rim Commercial Mixed-Use Project; and

WHEREAS: Resolution 12-2013 contains findings in support of approval of the Mitigated Negative Declaration of environmental impacts for the Pacific Rim Commercial Mixed-Use Project; and

WHEREAS: On January 14, 2015, the applicant submitted to the Project Review Committee proposed modification to the Pacific Rim Commercial Mixed-Use Development increasing the retail space from 40,690 to 70,310 square feet, removing 18,000 square feet of office space, reducing the personal storage facility square footage from 518 units (61,450 square feet) to 214 units (26,200 square feet) and to modify the elevation plans as approved; and

WHEREAS: On February 16, 2015, the Environmental Coordinator made the determination that an Addendum to the adopted Mitigated Negative Declaration would be applicable and appropriate for the project under CEQA guidelines; and

WHEREAS: On March 17, 2015, the City Council of the City of Porterville conducted a public hearing and approved Conditional Use Permit (PRC 2012-002-GZCP), a modification to a Conditional Use Permit 2012-002-C for the personal storage facility and Ordinance Amendment for the Pacific Rim Commercial Mixed-Use Project; and

WHEREAS: The City Council of the City of Porterville at its regularly scheduled meeting of December 1, 2015, conducted a public hearing to consider a modification to Conditional Use Permit (PRC 2012-002-GZCP) and rescind Conditional Use Permit 2012-002-C to allow for the conversion of the 3.32± acre parcel designated for 214 personal self-storage units into 32 apartment units as an addendum to the existing 168 unit apartment complex know as Village at Henderson; and

WHEREAS: Pursuant to the Porterville Development Ordinance, Section 601.09 Modification of Approvals, Changed Plans, the Zoning Administrator may approve minor modifications to approved plans that are consistent with the original findings and conditions approved by the City Council and would not intensify any potentially detrimental effects of the project. A request for changes in conditions of approval of a discretionary permit or a change in an approved site plan or building plan that would affect a condition of approval shall be treated as a new application; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Porterville does hereby make the following findings:

1. That approval of the proposed project will advance the goals and objectives of and is consistent with the policies of the General Plan and any other applicable plan that the City has adopted.

This project supports and complies with Land Use Guiding Policy (LU-G-11) in that it will foster strong, visually attractive regional commercial centers with a mix of tenants to serve both local and regional needs.

The General Plan designation for the subject area was approved by the City Council on March 5, 2013, modifying the General Plan designation from RM-3 (High Density Residential), RM-2 (Medium Density Residential), and CN (Neighborhood Commercial) to CMX (Commercial Mixed-Use) for the subject parcel.

2. The location, size, density, and operating characteristics of the proposed project are consistent with the purposes of the district where it is located and conforms in all significant respects with the General Plan, the Development Ordinance and with any other applicable plan adopted by the City.

This project supports and complies with Land Use Guiding Policy (LU-G-3) in that it will promote sustainability in the design and development of public and private development projects.

That the proposed conversion of the 3.32± acre parcel designated for 214 self-storage units into 32 apartment units as an addendum to the existing 168 unit apartment complex known as Village at Henderson complies with the design criteria and development standards for the land use designation and zoning of the Commercial Mixed-Use (CMX) District.

3. On March 5, 2013, the City Council of the City of Porterville adopted the Mitigated Negative Declaration with mitigation measures prepared for the General Plan Amendment 2012-002-G, Zone Change 2012-002-Z and related development of the Pacific Rim Commercial Mixed-Use Project.

BE IT FURTHER RESOLVED: That the City Council does hereby approve the modification to Conditional Use Permit (PRC 2012-002-GZCP) for the development of the Pacific

Rim Mixed-Use Development as represented and incorporated herein as Exhibit A – J subject to the following conditions:

1. That the commercial component of the Pacific Rim Commercial Mixed-Use project shall not accumulate or occupy more than 50,000 square feet of retail space.
2. That the Zoning Administrator may approve minor modifications to approved plans that are consistent with the original findings and conditions approved by the City Council and would not intensify any potentially detrimental effects of the project.
3. The 3'-0" wide x 6'-0" high wrought iron pedestrian gate connecting the neighbor to the south to the commercial mixed-use project shall remain accessible at all times, and not be gated.
4. That Condition # 7 of Resolution No. 14-2013, a Resolution of the Parcel Map Committee of the City of Porterville containing findings in support of approval of Tentative Parcel Map 2012-002-PM is not applicable.
5. The developer/applicant shall submit a Master Sign Program in compliance with Section 305.13 of the Porterville Development Ordinance that will provide a method to integrate the design and placement of signs within the development to achieve a more unified appearance.
6. The developer/applicant shall prepare and submit a Parcel Map that will adhere to the Master Development Plan, shown herein as Exhibit A, to meet the requirements of Series 400 (Land Division) of the Porterville Development Ordinance and of all applicable codes.
7. That the development of the Pacific Rim Commercial Mixed-Use Project shall substantially comply with the incorporated plan sheet herein attached as Exhibit A – J.
8. That pedestrian walkways shall be designed to the following standards:
 - a) Walkways shall be a minimum of five (5) feet wide and shall be paved with concrete, stone, tile, brick, or comparable material.
 - b) Fifteen (15) gallon shade trees shall be planted along walkways at least thirty (30) feet on center.
 - c) Walkways shall be illuminated with an intensity of at least 0.25-foot candles at the ground level during the hours of darkness.
 - d) Primary pedestrian routes and access points shall be clearly differentiated from driveways, parking aisles, and parking and loading spaces through the use of elevation changes, a different paving material, or similar method.
 - e) Where a required walkway is parallel and adjacent to an auto travel lane, it shall be raised or separated from the auto travel lane by a raised curb at least four (4) inches high, bollards, or other physical barrier.

9. That the commercial element of the Pacific Rim Commercial Mixed-Use Project shall be designed to the following standards and criteria for building permit approval:
- a) Entry Plazas/Passenger Loading Areas. A plaza shall be provided at the entry to each anchor tenant that provides for pedestrian circulation and loading and unloading.
 - b) Pedestrian Walkways. A system of pedestrian walkways at least five (5) feet wide and paved with concrete, stone, tile, brick, or comparable material shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, to any on-site open space areas and to transit stops.
 - c) Parking Setback from Buildings. Parking areas must be separated from the front and side exterior walls of on-site buildings by walkways at least five (5) feet in width, as well as planter areas at least five (5) feet in width, two (2) feet of which shall be low growing plants to allow for vehicle overhang.
 - d) Open Space. Outdoor space for the use of customers and visitors shall be provided on any commercial center site with fifty thousand (50,000) square feet or more of floor area.
 - i. Minimum Area. Public space shall be provided at a rate of five (5) square feet per one thousand (1,000) square feet of floor area, up to fifteen thousand (15,000) square feet.
 - ii. Location. Such public space shall be visible from a public street, or from on-site areas normally frequented by customers, and shall be accessible during business hours. Areas within required setbacks may count toward the public space requirement. Areas designated for customers to wait for cabs may be combined with required public space areas if they meet all other requirements of this subsection.
 - iii. Amenities. On-site public space shall include benches or other seating, and the ground surface shall be landscaped or surfaced with high-quality paving materials. Amenities shall be included that enhance the comfort, aesthetics, or usability of the space, including, but not limited to, trees and other landscaping, shade structures, drinking fountains, water features, public art, or performance areas.
10. In order to receive permit approval for the commercial element of the Pacific Rim Commercial Mixed-Use Project, the Zoning Administrator shall find that all of the following criteria have been met:
- a. Integrated Theme. Buildings and structures will exhibit an integrated architectural theme that includes similar or complementary materials, colors, and design details.
 - b. Site Entrance. Community-scale commercial developments (10 acres or larger) are developed with at least one (1) major driveway entrance feature that provides an organizing element to the site design. Major driveway entrances include such features as a landscaped entry corridor or a divided median drive separated by a landscaped center dividing island.
 - c. Building Entrances. Building entrances to anchor tenants and other large stores are prominent and inviting. The architectural details of building entrances are integrated with the overall building design in terms of materials, scale, proportion, and design elements.

- d. Four-Sided Architecture. Buildings include a complementary level of design detail on all facades.
- e. Pad Developments. Freestanding pad developments, if included in the development, are integrated into the site design in terms of parking lot layout, on-site vehicular and pedestrian circulation routes, landscaping, and building design. Internal cross access is provided between pad developments and the surrounding commercial center. Building scale, materials, colors, and design details are complementary to the surrounding center.
- f. Drive-Through Facilities. Drive-through lanes for restaurants, banks, pharmacies, and other uses, where included, are integrated with the overall site layout in such a way as to provide safe, efficient vehicular and pedestrian circulation. Adequate vehicular stacking or queuing spaces are provided to avoid waiting vehicles from blocking drive aisles. Drive-through facilities are located so as to minimize the visual impact from the right-of-way and to provide adequate screening from internal uses.
- g. Vehicular Circulation. Safe, convenient vehicular circulation will be provided within the development through an appropriate system of internal vehicular circulation routes based on a hierarchy of drive aisles and cross routes. Vehicular and pedestrian conflicts will be minimized. Where pedestrian circulation routes cross vehicular traffic aisles and driveways within a development, there are clearly delineated crosswalks that include clear sight lines, adequate warning signage for both vehicles and pedestrians, adequate lighting, and protective barrier posts or similar features for separation at walkway entrances.
- h. Pedestrian Safety and Amenities. Safe and convenient pedestrian access will be provided through a continuous system of walkways that connect on-site buildings to one another, to automobile and bicycle parking areas, to any on-site open space areas or pedestrian amenities, and to the adjacent public right-of-way. Pedestrian facilities will create an attractive, quality environment with integrated landscaping, shading, lighting, surface treatment, and other amenities.
- i. Bicycle Parking. Adequate, safe, and convenient bicycle parking facilities are provided. Short-term bicycle parking spaces for the use of customers and visitors are located close to building entrances, easily identifiable, visible to those passing by and separate from pedestrian circulation areas. Long-term bicycle parking for the use of employees will provide a high degree of security and safety through the use of bicycle lockers, designated areas within buildings, or outside areas with constant visual monitoring.
- j. Entry Plazas. Entry plazas and passenger loading areas, where required, include unique, decorative paving materials, adequate seating areas, provision of adequate shade from the summer sun, and attractive landscaping including trees or raised planters.
- k. Transit Facilities. Transit facilities, where included, are developed with effective shading from the summer sun, comfortable seating, attractive landscaping, decorative paving, public art features and efficient pedestrian routes to adjacent development.
- l. Lighting. A combination of attractively designed and located lighting fixtures, including low pole lights, ground-mounted fixtures, light bollards, and architectural

lighting is used to provide interesting compositions for outdoor lighting, as well as a safe, secure environment.

- m. Shade Areas. Pedestrian areas, such as walkways, building entrances, and gathering areas, are adequately shaded from the summer sun through such techniques as the careful placement of trees and landscaping, trellis structures, projecting canopies, covered walkways, arcades, porticos, building orientation, and similar techniques.
11. The number of parking spaces required by Table 304.04(A) does not include queuing space that may be required for vehicles and customers waiting in vehicles for service at drive-through facilities, pump stations, auto service bays, or similar uses. Queuing area shall provide space for six (6) vehicles (restaurants shall provide spacing from the menu board). The stacking area shall not interfere with other on-site circulation and parking facilities. Where required, queuing area shall be measured as twenty (20) feet per car.
 12. All parking stalls shall be clearly outlined with striping, and all aisles, approach lanes, and turning areas shall be clearly marked with directional arrows and lines as necessary to provide for safe traffic movement.
 13. Vehicle lanes for drive-through shall be screened from public streets to a height of three and one-half (3.5) feet. Screening devices shall consist of walls and/or berms with supplemental plant materials.
 14. Parking areas shall be screened from view from public streets and adjacent residential properties according to the following standards:
 - a) Height. Screening of parking lots from adjacent public streets shall be three (3) feet in height. Screening along interior lot lines that abut residential districts shall be six (6) feet in height, except within the required front setback of the applicable zoning district, where screening shall be three (3) feet in height.
 - b) Materials. Screening may consist of one (1) or any combination of the methods listed below.
 - i. Walls. Low-profile walls consisting of decorative concrete, stone, or masonry materials.
 - ii. Fences. An open fence of wrought iron or similar material combined with plant materials to form an opaque screen. This option does not include the use of chain-link or vinyl fencing.
 - iii. Planting. Plant materials consisting of compact evergreen plants that form an opaque screen. Such plant materials shall achieve a minimum height of two (2) feet within eighteen (18) months after initial installation.
 - iv. Berms. Berms planted with grass, ground cover, or other low-growing plant materials.
 15. A minimum of ten (10) percent of any parking lot area shall be landscaped. For the purpose of calculating required parking lot landscaping, parking lot areas are deemed to include parking and loading spaces as well as aisles, vehicle entry and exit areas, and any adjacent paved areas. Parking lot area does not include enclosed vehicle storage areas.

16. A landscaped buffer area shall be provided between any surface parking area and any property line adjacent to a public street. The landscaped buffer shall have a minimum width of six (6) feet clear of overhang.
17. Trees shall be planted to result in fifty (50) percent shading of parking lot surface areas within fifteen (15) years or provide a tree in landscaped islands between every six (6) parking spaces.
 - a) Distribution. Trees shall be distributed relatively evenly throughout the parking area.
 - b) Species. Required trees for parking lots shall be selected from a list of recommended trees maintained by the Community Development Department or are listed in Sunset's Western Garden Book, Region No. 9.
 - c) Minimum Planter Size. Any planting area for a tree shall have a minimum interior dimension of five (5) feet. Additional space may be required for some tree species.
18. Public parking areas designed to accommodate ten (10) or more vehicles shall be provided with a minimum of one-half (0.5) foot-candle and a maximum average of three (3) foot-candles of light over the parking surface during the hours of use from one-half (0.5) hour before dusk until one-half (0.5) hour after dawn. Lighting design shall be coordinated with the landscape plan to ensure that vegetation growth will not substantially impair the intended illumination. Parking lot lighting shall, to the maximum extent feasible, be designed and installed so that light and glare is not directed onto residential use areas or adjacent public rights-of-way, consistent with Chapter 306, Performance Standards. A photometric plan shall be included with the building permit submittal that illustrates compliance.
19. A six (6) foot high wall shall be provided on the interior lot lines where any non-residential use abuts a residential district or residential use where there is no alley. Such screening wall shall be provided at the time of new construction or expansion of buildings, or changes from one (1) use classification to another non-residential use classification.
 - a) Location. Screening walls shall follow the lot line of the lot to be screened, or shall be so arranged within the boundaries of the lot so as to substantially hide from adjoining lots the building, facility, or activity required to be screened.
 - b) Height. The six (6) foot high screening wall shall step down to three and one-half (3.5) feet in height from the side property line intersecting the front property line to a depth equal to the required front or side yard setback of the abutting residential use in order to provide for safe line of sight for vehicular traffic. Wall height may be increased in height to accommodate adequate sound attenuation as required through the findings of an acoustical analysis prepared by an acoustical professional. The design of such improvements shall be approved by the City Engineer.
 - c) Materials. The screening wall shall be a masonry block wall. Block walls shall match the standard colors allowed in the City's graffiti abatement program. The City Engineer may approve new wall/fencing materials that become available in the future for use as an alternative to a masonry block wall based on its proven comparable properties for durability, sound, light, and glare attenuation.

Topography, berming, and other alternative methods of mitigating the nuisance of noise and light might be considered at time of project review.

20. The developer/applicant shall comply with Section 300.07 of the Porterville Development Ordinance (Lighting and Illumination). Light fixtures shall not exceed 16 feet in height within 100 feet of any street frontage; 20 feet in any other location. All lighting fixtures shall be shielded so as not to produce obstructive glare onto the public right-of-way or adjoining properties. Pedestrian-oriented lighting in the Commercial Mixed-Use districts shall be provided for secure nighttime pedestrian environment at building entrances, on-site pedestrian walkways and open areas with a safe level of illumination with an intensity of at least 0.25 foot-candles at the ground level during the hours of darkness. A photometric plan shall be included with the building permit submittal that illustrates compliance to Section 203.04 (2)(d)3 of the Porterville Development Ordinance, Supplemental Regulations.
21. On November 3, 2015, the City Council of the City of Porterville adopted a Water Efficient Landscaping Ordinance as it relates to water conservation and landscaping irrigation to be in compliance with Governor Brown's Executive Order B-29-15, which outlined various directives to state agencies, and, in turn, local governments, in order to save water. The Ordinance shall become effective on December 17, 2015, which contains landscaping design principals, irrigation design criteria, grading design requirements and other landscaping and irrigation requirements. The developer/applicant shall comply with the adopted Ordinance at the time that building permits are submitted. Natural turf shall be prohibited in the commercial component of the Pacific Rim Mixed-Use Development Project.
22. As a condition of approval, the developer/applicant shall install mature trees along the entire southern length of Parcel 1 of Parcel Map No. 5097 at 1 per every 35 feet on center to create a landscaping buffer between the single-family residential units south of the proposed 32 apartment unit addition.
23. The developer/applicant shall comply with Chapter 303 of the Porterville Development Ordinance, Landscaping. Landscape plans shall be drawn to scale and shall at a minimum indicate: proposed plant locations, species, and sizes; any additional proposed landscape elements; soil preparation measures; and any other measures to facilitate plant growth or control erosion. Landscape plans shall include verification that the soil type, depth, and other characteristics are appropriate for the proposed landscaping and irrigation. Landscape plans shall also indicate the location of any existing trees over six (6) inches in diameter and whether each such tree is proposed for retention or removal. Each landscape plan shall be accompanied by an irrigation plan that at a minimum indicates the location, type and size of all components of the irrigation system, including automatic controllers, main and lateral lines, valves, sprinkler heads, moisture sensing devices, rain switches, quick couplers, and backflow prevention devices.

24. All electrical, telephone, cable television, and similar distribution lines providing direct service to a development site shall be installed underground within the site.
25. The developer/applicant shall comply with Section 300.10 (a) and (b) of the Porterville Development Ordinance, Screening. All mechanical and electrical equipment and antennas shall be screened or incorporated into the design of buildings so as not to be visible from the street, freeway, or adjacent residential districts. Such equipment includes, but is not limited to, all roof-mounted equipment, utility meters, cable equipment, telephone entry boxes, backflow prevention devices, irrigation control valves, electrical transformers and pull boxes. Screening devices shall be consistent with the exterior colors and materials of the buildings to which they are attached. Roof access ladders and fire sprinkler risers shall be located internally as allowed by the California Building Code.
26. The developer/applicant shall comply with Section 300.13 of the Porterville Development Ordinance, Trash and Refuse Collection Areas, as follows:
 - a) Solid waste and recycling storage areas located outside or on the exterior of any building shall be enclosed per City standards for refuse and recycling enclosures.
 - b) Enclosure material shall be solid masonry or concrete tilt-up with decorated exterior-surface finish compatible to the main structure(s).
 - c) Gate material shall be decorative, solid, heavy-gauge metal or a heavy-gauge metal frame with a covering of a view-obscuring material. If not visible from a public street, public parking area, or residential area, the enclosure gates may be constructed of chain link with wood or plastic inserts.
 - d) Each solid waste and recycling enclosure serving a residential project shall be designed to allow walk-in access without having to open the main enclosure gate.
 - e) Pads shall be a minimum of six (6) inch-thick concrete.
 - f) Concrete curbs or equivalent shall protect enclosures from adjacent vehicle parking and travel ways.
 - g) The perimeter of the recycling and trash enclosure, except for areas used for access, shall be planted, if feasible, with drought resistant landscaping, including a combination of shrubs and/or climbing evergreen vines.
 - h) The area in front of all enclosure types shall be kept clear of obstructions, and shall be painted, striped, and marked "No Parking."
27. Unless otherwise noted, the developer/applicant shall comply with the City Master Plans, Standard Specifications for Public Works Construction (2009 Edition), and Standard Plans and Specifications (2007 Edition), except where they are in conflict with the Americans with Disabilities Act and the 2010 California Building Code, the Tulare County Hazardous Waste Management Plan, the California Manual on Uniform Traffic Control Devices, the Porterville Circulation Element, and the Tulare County Congestion Management Program.
28. The developer/applicant shall pay all applicable fees according to the Municipal Code and State law. The developer/applicant is hereby notified that you have the right to pay fees,

dedications, reservations or other exactions, under protest, pursuant to Government Code Section 66020(a). You have 90 days from the date fees are paid to file a written protest.

29. The developer/applicant shall comply with City Retaining Wall Standards (adopted by City Council January 3, 1989) at lot lines where such standards are applicable.
30. The developer/applicant shall be aware that certain frontage improvements along Henderson Avenue were previously constructed by the City. Right of way purchases and other pertinent development requirements shall conform to a fully executed agreement between the property owner and the City of Porterville. A copy will be delivered to the developer/applicant upon request.
31. That the developer/applicant shall install a 25 foot wide asphalt or concrete access driveway off Henderson Avenue to serve the westerly access entry-way for Parcel 1 of Parcel Map No 5097, if the commercial component is not fully developed. The developer/applicant can utilize the existing drive approach just east of the City well site until such improvements are made per approved entry points attached herein as Exhibit "A." Occupancy shall not be granted until such improvements are made and approved by the City Engineer.
32. Submittal of the revised site plan at the time of this meeting, which included off-site median islands, is conceptually in compliance with a Traffic Study prepared by Ruettgers & Schuler Civil Engineers.
33. The developer/applicant shall dedicate right of way for construction of the driveway transitional lanes, including sidewalks, as shown on the revised site plan and per the mitigation measures described in the Traffic Study prepared by Ruettgers & Schuler Civil Engineers. Dedications shall include the ADA compliant curb returns at each driveway.
34. The developer/applicant shall comply with driveway vehicular sight distance requirements per Section 300.16, Visibility at Driveways and Intersections (Sight Distance), of the Development Ordinance.
35. The developer/applicant shall design the parking lot in conformance with Section 304 (On-Site Parking and Loading) of the Development Ordinance. Minimum cross slopes within the parking lot shall be 1.5% for asphalt concrete or 1% for concrete paving areas.
36. The developer/applicant shall provide streetlights on Marbelite poles following Southern California Edison Company specifications, as approved by the City Engineer. The use of wood poles is prohibited without prior written approval of the City Engineer.
37. The developer/applicant is advised that he/she is obligated to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for discharge of Storm Water associated with construction activity will be required (except operations that result in disturbance of less than one acre of total land area and which are not a part of a larger common plan of development or sale). Before construction begins,

the proponent must submit a Notice of Intent (NOI) to comply with the permit, a site map, and appropriate fee to the State Water Resources Control Board (SWRCB). The proponent must also prepare a Storm Water Pollution Prevention Plan (SWPPP) for the entire project before construction begins. The SWPPP must contain at a minimum all items listed in Section A of the permit, including descriptions of measures to be taken to prevent or eliminate unauthorized non-storm water discharges and both temporary (e.g., fiber rolls, silt fences, etc.) and permanent (e.g., vegetated swales, detention basins, etc.) best management practices that will be implemented to prevent pollutants from discharging with storm water into water of the United States. If portions of the project area are to be sold off before the entire project is completed, the proponent must submit to the California Regional Water Quality Control Board a change of information form identifying the new owners along with a revised site map clearly depicting those portions that were sold and those that are remaining. The proponent is also responsible for informing each new owner of their responsibility to submit their own NOI, site map, and appropriate fee to the SWRCB and to prepare their own SWPPP.

38. The developer/applicant shall assure compliance with applicable San Joaquin Valley Unified Air Pollution Control District Rules (e.g., Numbers 8010, 8020 and 8030), regarding fugitive dust by obtaining a Dust Control Permit, as well as Section 7-8, Project Site Maintenance of the Standard Specifications. The developer/applicant shall provide a street sweeper as necessary to comply. During grading operations, the "Supervising Civil Engineer" shall be responsible for enforcing the dust control provisions of Section 7-8 or the developer/applicant shall pay inspection fees on the grading cost to compensate the City for dust control inspection. The improvement plans shall show a designated wash out area for concrete trucks, and a sign designating it as such. The developer/applicant shall remove and properly dispose of waste concrete deposited in this area.
39. San Joaquin Valley Air Pollution Control District (District) Adoption of Rules 9510 and 3180 – Indirect Source Review (ISR) Rules:

The San Joaquin Valley Air Pollution Control District enforces the Indirect Source Rule (ISR). ISR applies to projects that are at least:

- 50 residential units
- 2,000 square feet of commercial space, 9,000 square feet of educational space
- 10,000 square feet of government space
- 20,000 square feet of medical or recreational space
- 25,000 square feet of light industrial space
- 39,000 square feet of general office space
- 100,000 square feet of heavy industrial space
- Or, 9,000 square feet of any land use not identified above.

Projects that meet the above thresholds but are found through the application process to have mitigated emissions of less than two tons per year each of nitrogen oxides and PM10

(particulate matter 10 microns and smaller) are not to be subject to the emission-reduction requirements of the rule.

- a) It is the applicants' responsibility to file an application (found at <http://www.valleyair.org/ISR/ISR.htm>) with the District. The application must be filed with the District no later than concurrent with an application for final discretionary approval with a public agency. An application may be filed with the District prior to applying for a final discretionary permit from the local agency, at the discretion of the applicant. This timing was included in the rule so that applications filed with the District would not interfere with the local agency development approval process and so that local agencies could consider the benefits of the ISR program emission reductions in their environmental documents.
- b) The District recognizes the land use authority of local land use agencies and does not impose any design requirements upon ISR projects.
- c) ISR applicants can take credit for those measures that are required by the local agency or included in the design of the project that have a quantifiable air quality benefit. ISR applicants can also take emission reduction credit for those measures that are not required by the local agency, but have been voluntarily identified by the applicant.
- d) The District is responsible for enforcing compliance for those measures identified by the applicant that are not required by the local agency and do not affect the design or construction standards. Examples of District enforced measures are operational measures such as businesses offering transit subsidies to employees and transportation demand management programs. The District enforces those measures through a Monitoring and Reporting Schedule (MRS).
- e) The District will notify the local agency when a project's application is deemed complete and when it is approved. The District will send copies of the preliminary and finalized MRS to the local agency for voluntary review for consistency with local regulations and programs.
- f) If the local agency, or applicant or district determines that a measure on the MRS is not consistent with local agency regulations and programs, that measure will be removed from the MRS and the project will be re-assessed.
- g) The District will provide a letter of rule compliance status to the local agency upon request.
- h) The ISR Rules and Program does not place any requirements upon the agency.

For more information regarding the Indirect Source Rule, please contact the San Joaquin Valley Air Pollution Control District at (559) 230-6000. The Central Region office in Fresno is leading the ISR enforcement.

40. The developer/applicant shall comply with Ordinance No. 1636 regarding Waste Water Discharge requirements and shall complete and submit the following:

- Wastewater Discharge Permit Application, Part "A," and, if monitoring is required, based on the responses to questions in Part "A" of the Wastewater Discharge Permit, then the developer/applicant shall complete and submit the remainder of the application along with the Permit Fee, and provide monitoring facilities to allow

inspection, sampling, and flow measurement of the flows in the sewer and drainage system.

41. The developer/applicant shall install a refuse container enclosure which will accommodate solid waste and recyclable materials removal or collection according to City standards (Sec 13-15). Enclosure location to be approved by City prior to issuance of building permit. Enclosure should be oriented for direct pick up and ADA compliant. The developer/applicant shall also sign a waiver of liability for refuse truck damage to the parking lot if the refuse container location requires refuse trucks to travel on the parking lot.
42. The developer/applicant shall design on-site water systems meeting the requirements of California Plumbing Code and Fire Code. It shall be noted that the City water system complies with Title 22 of the California Administrative Code and any assurance to effectively provide water pressure for multi-story buildings is the sole responsibility of the owner/builder.
43. Developer/applicant shall comply with City standard for “backflow” prevention pursuant to Resolution No. 9615.
44. The developer/applicant is hereby notified that the installation of an additional water meter servicing the irrigation system would be beneficial for monitoring actual water usage. The City will monitor actual water usage for one year and will bill the owner the impact fees based on the actual water usage.
45. An easement shall be recorded prior to the issuance of the first building permit that provides ingress/egress, parking, trash and connectivity throughout the development. Such an easement between Parcels 1 and 2 of Parcel Map No. 5097 shall serve as a guarantee for the functionality and circulation of those parcels as proposed. Also, drive aisle between Parcels 1 and 2 of Parcel Map No. 5097 shall be fully developed and provide connectivity from the secondary exit of the apartment complex when Parcel 1 is developed.
46. As development of any parcel occurs, all right of way improvements along that parcel’s frontage shall be constructed in accordance with the mitigation measures and recommendations of the Ruettgers & Schuler traffic study (2012), as identified in the resolution approving the Mitigated Negative Declaration, prepared pursuant to CEQA. In the event Parcel 3 of Parcel Map No. 5097 should develop prior to Parcel 2, the frontage improvements shall be completed for Parcel 2 at that time. At such time as Parcel 4 of Parcel Map No. 5097 is developed, the off-site improvements extending the eastbound left turn lane on Henderson Avenue shall be constructed. At such time as Parcel 2 is developed, the off-site improvements extending the eastbound left turn lane on Henderson Avenue and the median improvements further west as represented on the modified site plan shall be constructed. In the event Parcel 1 is developed prior to Parcel 2 of Parcel Map No. 5097, the raised median island improvements on Henderson Avenue shall be constructed.
47. Due to potential drainage issues, prior to securing a building permit, a grading sewer and water, and drainage master plan for Parcels 1, 2, 3, and 4 of Parcel Map No. 5097, has been

submitted and approved by the City Engineer. As development of the site occurs, the phased master plan shall be implemented as approved by the City Engineer.

48. Prior to issuance of any building permit for the Project, access easements for ingress/egress, parking, and trash pick-up shall be recorded as deemed necessary by the City Engineer and Community Development Director. Copies of the easements shall be provided to the City.
49. The developer/applicant shall comply with the City Master Plans, Standard Specifications for Public Works Construction (2009 Edition), and Standard Plans and Specifications (2007 Edition), except where they are in conflict with the Americans with Disabilities Act and the 2010 California Building Code, the Tulare County Hazardous Waste Management Plan, the California Manual on Uniform Traffic Control Devices, the Porterville Circulation Element, and the Tulare County Congestion Management Program.
50. The developer/applicant shall pay all applicable fees according to the Municipal Code and State law. The developer/applicant intends to utilize the 10-year development fee payment plan for all fees except school fees pursuant to Resolution 37-2012, adopted April 17, 2012.
51. The developer/applicant shall reimburse the City for constructed frontage improvements along Henderson Avenue in accordance with approved resolutions.
52. The developer/applicant shall construct and/or repair street, curb, gutter, sidewalk, etc. along the Henderson Avenue frontage, except where they exist and are in good condition in the opinion of the City Engineer at the time of inspection prior to building permit issuance (Ordinance No. 1306).
53. The developer/applicant shall construct sidewalk necessary to obtain a width of 9.5 feet along the full frontage of the proposed project.
54. The developer/applicant shall construct drainage facilities as required to serve the property (Ordinance No. 1306). The parking lot shall be designed to convey water to the City drainage system without crossing driveways.
55. The Porter Slough Ditch runs through this property, requiring piping and reservation of an easement in favor of the irrigation company. Construction of structures within the easement area shall be prohibited.
56. The developer/applicant shall coordinate with the Porterville Irrigation District and City of Porterville regarding potential conflicts with the existing pipeline/open ditch that crosses the property. The Porterville Irrigation District shall specify appropriate pipeline replacement size(s) and materials, should replacement or installation be mandated.
57. The developer/applicant shall, under City inspection, remove all existing abandoned and unnecessary items, to the satisfaction of the City Engineer, before the issuance of a certificate of occupancy (e.g., foundations, septic tanks, irrigation pipes, etc.).

58. The developer/applicant shall abandon existing wells, if any, after first getting an abandonment permit from the Tulare County Environmental Health Department, and providing the City Engineer with proof of compliance with County regulations before performing any grading or issuance of the building permit, whichever comes first.
59. The developer/applicant shall construct the pipe connecting to on-site fire hydrants to City water main standards and shall provide easements for maintenance to the on-site water mains.
60. The developer/applicant dedicated right-of-way for the street width that matches the ultimate width in the adopted Land Use and Circulation Elements that was established by the City Council. Along with dedication of right-of-way adequate for all improvements associated with the project Traffic Study, prepared by Ruettggers and Schuler, as well as dedication of property required for ADA ramp(s) (Section 21-23). The developer/applicant shall dedicate required utility easements.
61. The developer/applicant shall comply with Chapter 7, Article XIII of the City Code and Chapter 18 and Appendix J of the California Building Code and provide a Preliminary Soils Report (C.C. Sec. 7-126 & Res. 4997) including results of "R-Value" tests and recommendations regarding construction of public improvements that address City Standard C-13, satisfactory to the City Engineer, prior to the approval of the improvement plans or start of grading, whichever comes first. Additional reporting requirements are as indicated below:
 - a) Final Grading, Drainage and Soils Report, prior to issuance of building permits (C.C. Sec. 7-133);
 - b) Soils Report(s) in accordance with Chapter 18 and Appendix J of the California Building Code.
62. Prior to approval of a permit or other grant of approval for development of the property, the developer/applicant shall comply with or provide plans that comply with City Retaining Wall Standards at Lot Lines (adopted by City Council January 3, 1989).
63. The developer/applicant shall move existing utility structures, if any, that are in conflict with the project driveways and associated transitional traffic lanes (for example, poles, splice boxes, vaults, etc.) to a position that provides a minimum of four feet (4') of clear space in the sidewalk area and a minimum of two feet (2') of clear space from the curb face to the structure, unless they are below grade (Title 24 OSA).
64. Concurrent with issuance of building permits and construction of any improvements on a parcel, the developer/applicant shall have constructed, or pay fees for, street lights on Marbelite poles complying with Southern California Edison Company specifications, as approved by the City Engineer. Use of wood poles is prohibited without prior written approval of the City Engineer.

65. The developer/applicant shall construct a City standard barricade or wall at the end of all dead-end streets or drive aisles, with the exception of Fairhaven Avenue, where an emergency access gate shall be constructed and keyed with a Knox box padlock.
66. The project must comply with latest applicable codes.
67. Based on the occupancy classification, a fire alarm and/or an automatic sprinkler system may be required.
68. When a sprinkler system is required, all valves controlling the water supply for automatic sprinkler systems and water-flow switches on all sprinkler systems shall be electrically monitored where the number of sprinklers is more than 20.
69. For automatic sprinkler systems, underground plans must be submitted with above-ground plans. A hydrant will be required within 50 feet of the Fire Department connection.
70. When any portion of the facility or building to be protected is more than 400 feet from a hydrant on a fire apparatus access road as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.
71. Depending on the location of the existing fire hydrant(s), additional fire hydrants may be required. All hydrants must be in place and accepted by the Fire Department prior to any combustibles being brought onto the site.
72. The City will test and maintain all fire hydrants in the City whether on private property or not. An "easement" is required from the owner.
73. Fire hydrant spacing shall be as follows:
 - In Residential development, one hydrant shall be installed at 500-foot intervals; in Commercial development, one hydrant shall be installed at 300-foot intervals, or as required by Appendix C California Fire Code.
74. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building constructed or moved onto or within the city of Porterville. It shall extend to within 150 feet of all portions of the facility and all portions on the exterior walls of the first story of the buildings as measured by an approved route around the exterior of the building or facility. All roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities.
75. All dead-end access roads in excess of 150 feet must be provided with an approved turn-around complying with City Standards.
76. Project must meet minimum fire flow requirements per the table in Appendix B & C of the California Fire Code.

77. Areas identified as “Fire Lanes” must be identified as such per requirements set forth in the California Vehicle Code Section 22500.1.

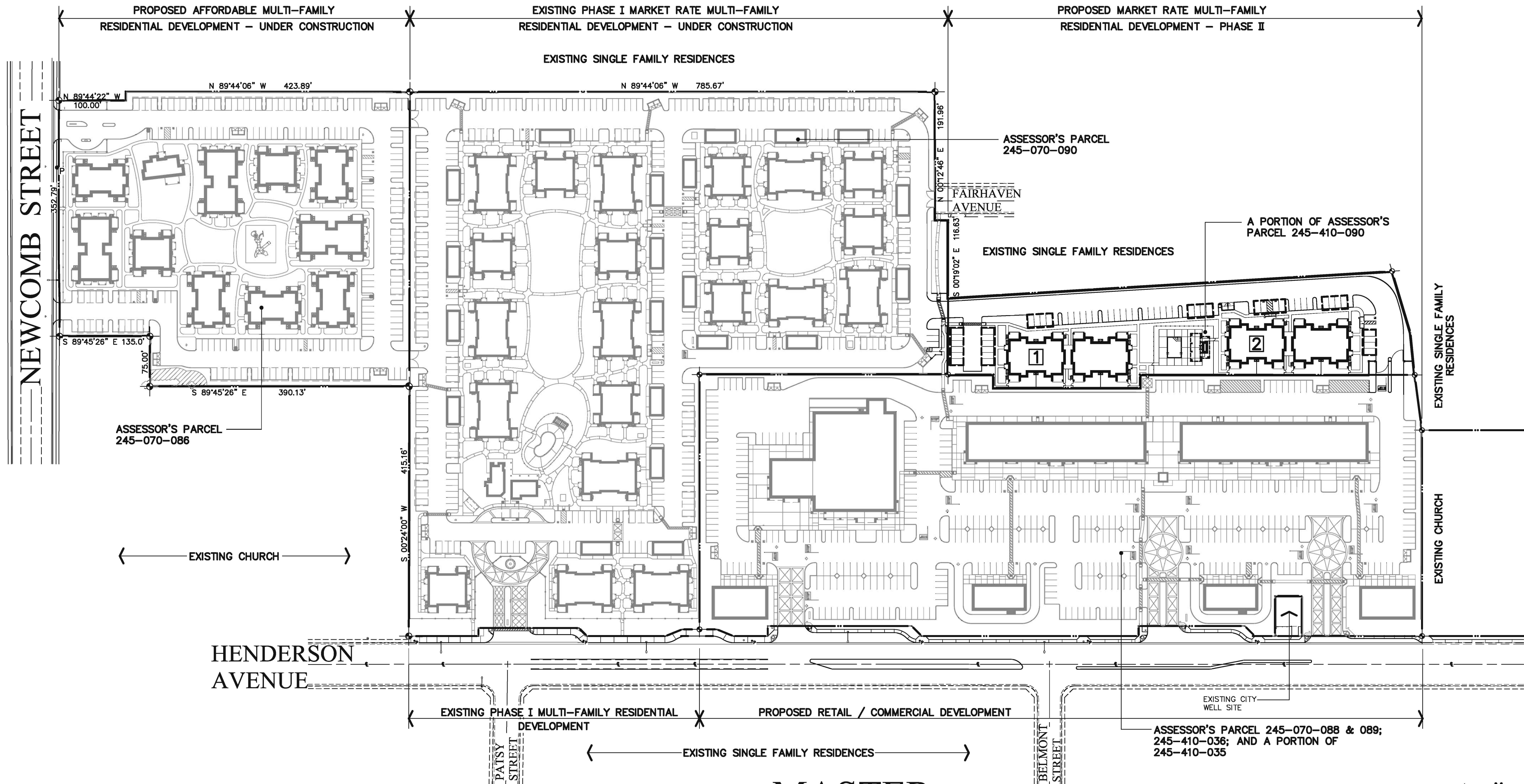
78. A Knox box will be required. A “Grand Master” key that opens all locked areas will also be required and placed inside the Knox box. Knox box ordering may be accomplished online at www.knoxbox.com.

PASSED, APPROVED AND ADOPTED this 1st day of December 2015.

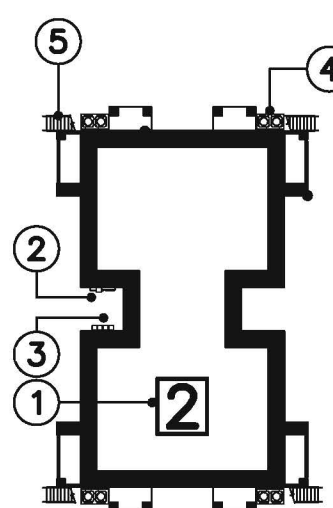
Milt Stowe, Mayor

ATTEST:
John D. Lollis, City Clerk

By: _____
Patrice Hildreth, Chief Deputy City Clerk



SYMBOLS



BUILDING FOOTPRINT

- BUILDING NUMBER
- ELECTRICAL METER LOCATION
- GAS METER LOCATION
- GROUND MOUNTED CONDENSING UNITS
- STAIRWAYS



CARPORT LOCATIONS

POWER POLE TO REMAIN

INDICATES THE EXISTING LOCATIONS FOR THE STREET LIGHTS PER THE CITY OF PORTERVILLE PUBLIC WORKS STANDARDS.

EXISTING FIRE HYDRANT LOCATION

STATISTICS

MULTI - FAMILY RESIDENTIAL

PROJECT PROPOSAL

32 UNIT PHASE II EXPANSION OF EXISTING 168 UNIT MARKET RATE MULTI-FAMILY RESIDENTIAL DEVELOPMENT.

SITE AREA

- PHASE I (EXISTING) 506,403 S.F. (11.6 ACRES)
- PHASE II (PROPOSED) 96,947 S.F. (2.22 ACRES)

PHASE II COVERAGE

- BUILDING AREA (INCLUDES CARPORTS) 27,791 S.F. (28.7%)
- PARKING/PAVED AREA 29,577 S.F. (30.5%)
- LANDSCAPE AREA 39,579 S.F. (40.8%)

REQUIRED PARKING

- RESIDENT PARKING 32 STALLS
- COVERED STALLS 32 STALLS
- OPEN STALLS 11 STALLS
- GUEST PARKING 75 STALLS
- TOTAL PARKING REQUIRED

PARKING PROVIDED

- CARPORTS 32 STALLS
- OPEN STALLS 32 STALLS
- GUEST PARKING 11 STALLS (10 STALLS PROVIDED BY EXCESS PHASE I PARKING AVAILABLE)

UNIT STATISTICS

- (16) **UNITS TYPE 1** 2 BEDROOM, 2 BATH GARDEN WALK-UP 1,134 S.F.
- (16) **UNITS TYPE 2** 2 BEDROOM, 2 BATH GARDEN WALK-UP 1,134 S.F.

BUILDING AREA CALCULATIONS

- (2) BUILDING TYPE 'A' (21,858 S.F. PER BUILDING) 43,716 S.F.
- POOL BUILDING 173 S.F.
- (32) CARPORTS 5,760 S.F.
- TOTAL BUILDING AREA 49,649 S.F.
- GROUND FLOOR AREA 27,791 S.F.

MASTER DEVELOPMENT

PROJECT PROPOSAL

A MIXED USE DEVELOPMENT INCLUDING 168 MULTI-FAMILY RESIDENTIAL UNITS (PHASE I); 32 MULTI-FAMILY RESIDENTIAL UNITS (PHASE II); AND A 39,000 S.F. RETAIL CENTER

ASSESSOR'S PARCELS

- PARCEL 245-070-088 73,197 S.F. (1.68 ACRES)
- PARCEL 245-070-089 71,409 S.F. (1.64 ACRES)
- PARCEL 245-410-035 211,628 S.F. (4.85 ACRES)
- PARCEL 245-410-036 155,285 S.F. (3.56 ACRES)
- TOTAL SITE AREA 511,519 S.F. (11.73 ACRES)

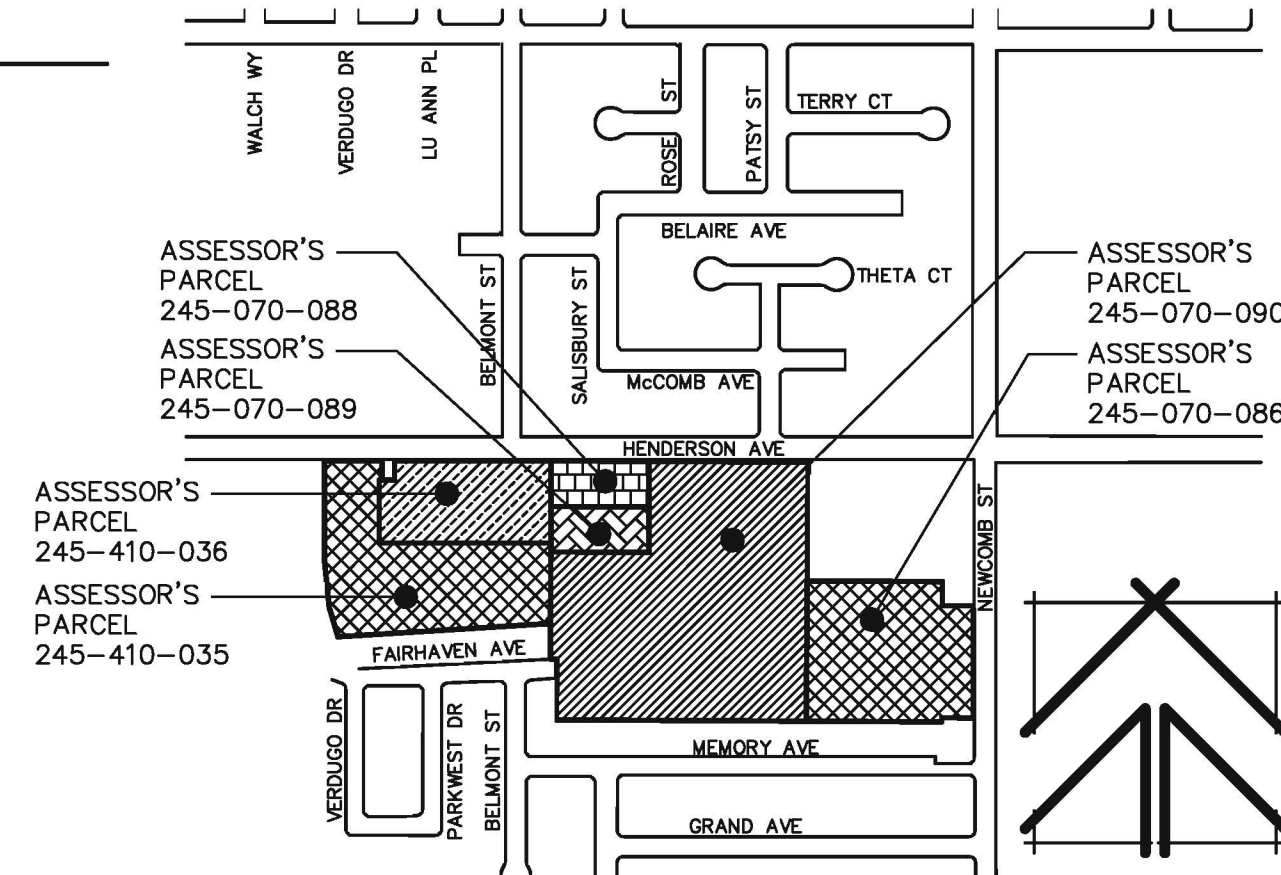
PROPOSED ZONINGS

- MULTI-FAMILY RESIDENTIAL DEVELOPMENT RM-3/PD
- RETAIL CENTER DEVELOPMENT CN/PD
- SELF-STORAGE DEVELOPMENT CN/PD

PROPOSED PROJECT AREAS

- MULTI-FAMILY RESIDENTIAL DEVELOPMENT (PHASE I) 729,194 S.F. (16.74 ACRES)
- RETAIL CENTER DEVELOPMENT 410,740 S.F. (9.51 ACRES)
- MULTI-FAMILY RESIDENTIAL DEVELOPMENT (PHASE II) 96,947 S.F. (2.22 ACRES)

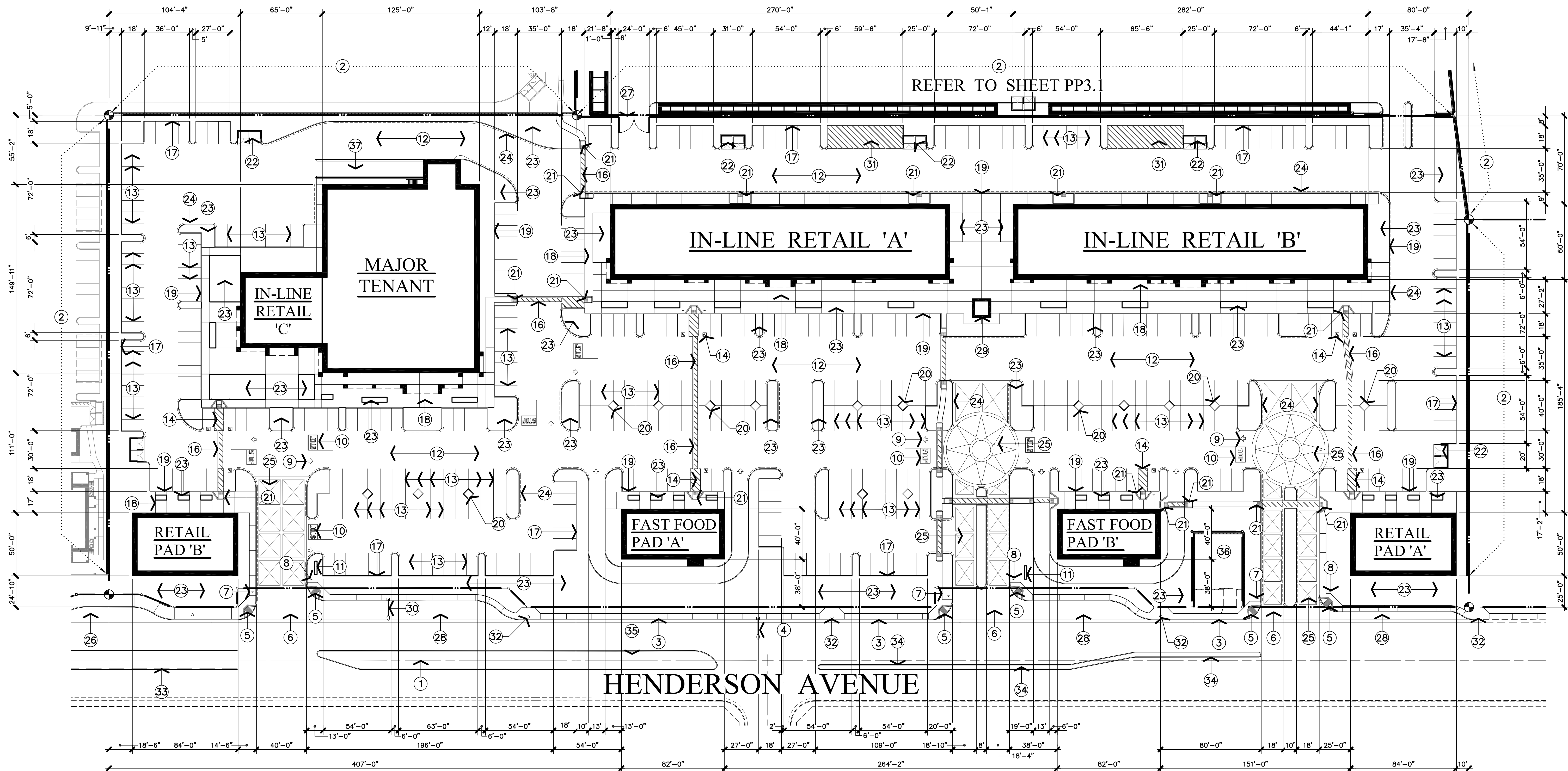
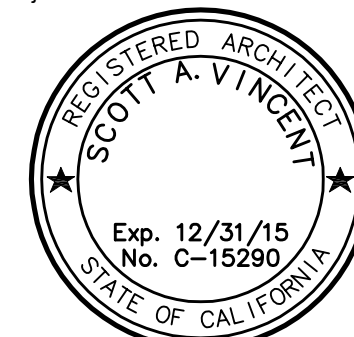
VICINITY MAP



Revisions	Date
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PROPOSED DEVELOPMENT FOR:
**HENDERSON
VILLAGE**
WEST HENDERSON AND NORTH NEWCOMB
PORTERVILLE, CALIFORNIA

Project Architect:



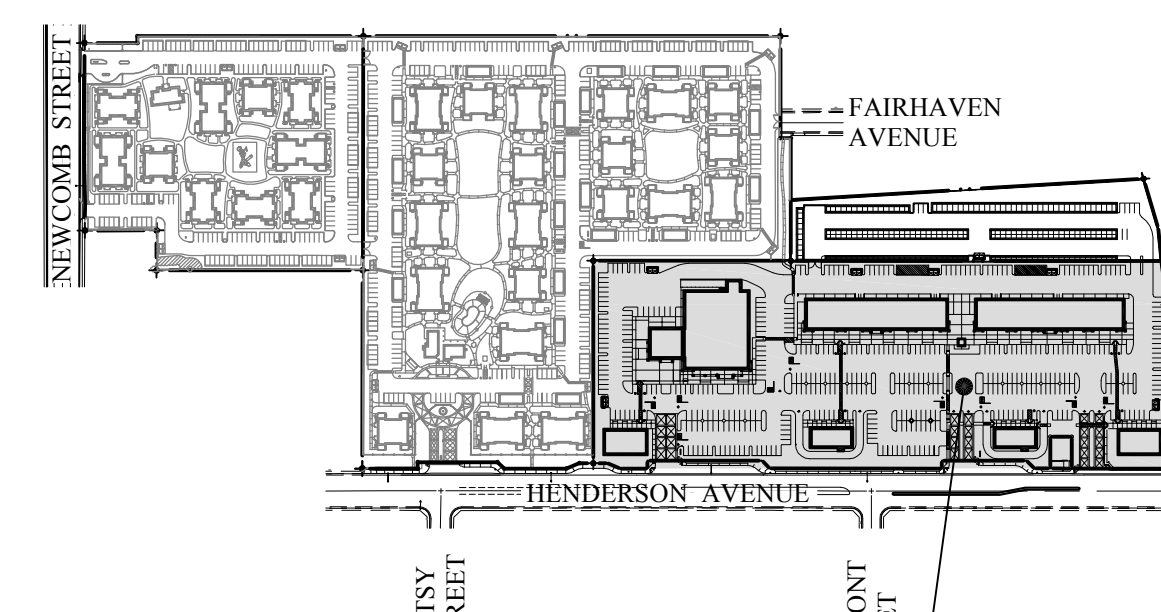
STATISTICS

PROPOSED USE(S)	NEIGHBORHOOD RETAIL SALE; FAST FOOD WITH DRIVE THROUGH; FINANCIAL
PROJECT ZONING	CMX
SITE AREA(S)	415,071 S.F. (9.53 ACRES)
SITE COVERAGES	
a. COMMERCIAL/ RETAIL	
1. BUILDING AREA	71,310 S.F. (17.2%)
2. PAVED AREA	212,955 S.F. (51.3%)
3. LANDSCAPE AREA	131,806 S.F. (31.5%)
BUILDING AREA CALCULATIONS	
a. COMMERCIAL/ RETAIL	
1. RETAIL PAD 'A'	4,200 S.F.
2. RETAIL PAD 'B'	4,200 S.F.
3. FAST FOOD PAD 'A'	3,270 S.F.
4. FAST FOOD PAD 'B'	3,270 S.F.
5. IN-LINE RETAIL PAD 'A'	16,200 S.F.
6. IN-LINE RETAIL PAD 'B'	16,920 S.F.
7. MAJOR TENANT	19,350 S.F.
8. IN-LINE RETAIL 'C'	3,900 S.F.
9. TOTAL COMMERCIAL/ RETAIL	71,310 S.F.
PARKING REQUIRED	
a. COMMERCIAL/ RETAIL	
1. RETAIL @ 1/250	255 STALLS
2. FAST FOOD @ 1/100	65 STALLS
b. TOTAL STALLS REQUIRED	320 STALLS
c. ACCESSIBLE STALLS REQUIRED	8 STALLS
PARKING PROVIDED	
a. COMMERCIAL/ RETAIL	429 STALLS
b. ACCESSIBLE STALLS PROVIDED	10 STALLS
LOADING ZONES	
	3 ZONES

KEYNOTES

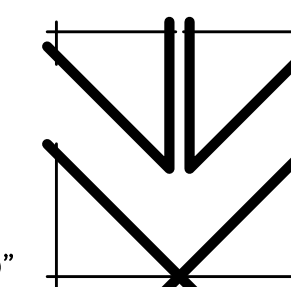
- | | | |
|---|--|--|
| INDICATES CENTERLINE OF THE STREET. | 5'-0" WIDE DISABLED ACCESSIBLE UNLOADING SPACE WITH WHEELCHAIR RAMP ACCESS TO WALKWAY/ TYPICAL. | INSTALL RIGHT-TURN LANE PER CITY OF PORTERVILLE PUBLIC WORKS STANDARDS. PROVIDE DEDICATION TO THE CITY AS REQUIRED FOR THE INSTALLATION. |
| INSTALL 6'-0" HIGH SOLID GROUTED REINFORCED CONCRETE MASONRY WALL AT PROPERTY LINE/ TYPICAL. | INSTALL 4'-0" WIDE PAINTED CROSSWALK WITH 5% MAXIMUM SLOPE AND 2% MAXIMUM CROSS SLOPE/ TYPICAL. | COORDINATE THE INSTALLATION OF THE FREE-STANDING CLOCK TOWER WITH THE EXTERIOR ELEVATIONS. |
| EXISTING CONCRETE CURB, GUTTER. INSTALL 9'-6" WIDE CONCRETE WALK FOR ENTIRE STREET FRONTAGE PER CITY OF PORTERVILLE PUBLIC WORKS STANDARDS TO REMAIN. | INDICATES LOCATION OF 6 INCH CONTINUOUS CURB/ TYPICAL. | EXISTING STREET LIGHT TO BE RELOCATED/ TYPICAL. |
| EXISTING STREET LIGHTS INSTALLED PER CITY OF PORTERVILLE PUBLIC WORKS STANDARDS TO REMAIN. | INDICATES NEW 4 INCH THICK CONCRETE WALK WITH NON-SLIP FINISH PER CITY OF PORTERVILLE PUBLIC WORKS STANDARDS/ TYPICAL. | INDICATES THE LOCATION OF COMMERCIAL LOADING ZONE PER CITY OF PORTERVILLE PUBLIC WORKS STANDARDS. |
| INSTALL ACCESSIBLE OFF-SITE CURB RAMP WITH TRUNCATED DOMES PER CITY OF PORTERVILLE PUBLIC WORKS STANDARDS/ TYPICAL. | INDICATES LOCATION OF 6 INCH CONTINUOUS CURB WITH INTEGRAL WALKWAY/ TYPICAL. | INDICATES THE LOCATION OF EXISTING POWER POLE TO REMAIN. |
| INSTALL COMMERCIAL STREET-TYPE APPROACHES PER CITY OF PORTERVILLE PUBLIC WORKS STANDARDS/ TYPICAL. | COORDINATE WORK AT TREE WELLS WITH THE LANDSCAPE PLAN/ TYPICAL. | INSTALL PAINTED MEDIAN FOR LEFT-TURN ACCESS PER CITY OF PORTERVILLE PUBLIC WORKS STANDARDS. |
| INDICATES THE LOCATION OF 30" STATE STANDARD "STOP" SIGN(S). SIGN SHALL BE MOUNTED ON A 2 INCH DIAMETER GALVANIZED POST WITH THE BOTTOM OF THE SIGN 7'-0" ABOVE GROUND AND LOCATED BEHIND CURB AND IMMEDIATELY BEHIND MAJOR STREET SIDEWALK/ TYPICAL. | INSTALL ACCESSIBLE CURB RAMP WITH TRUNCATED DOMES/ TYPICAL. | INSTALL MEDIAN ISLAND WITH LEFT-TURN POCKET PER CITY OF PORTERVILLE PUBLIC WORKS STANDARDS. |
| INDICATES THE LOCATION OF 17"x22" (MINIMUM) PARKING FOR PERSONS WITH DISABILITIES ONLY SIGNAGE AT OFF-STREET ENTRANCES TO PROPERTY. | INDICATES LOCATION OF 6'-0" HIGH CONCRETE MASONRY TRASH ENCLOSURE WITH STUCCO FINISH TO MATCH THE ADJACENT BUILDING. PROVIDE (2) 6'-0" HIGH STEEL FRAME GATES WITH CORRUGATED DECKING AT OPENING/ TYPICAL. | INSTALL MEDIAN ISLAND PER CITY OF PORTERVILLE PUBLIC WORKS STANDARDS. |
| INDICATES LOCATION OF NEW PAINTED TRAFFIC DIRECTIONAL ARROWS PER CITY OF PORTERVILLE PUBLIC WORKS STANDARDS/ TYPICAL. | LANDSCAPE AREA(S). COORDINATE THE WORK WITH THE LANDSCAPE PLAN/ TYPICAL. | EXISTING CITY OF PORTERVILLE WATER WELL SITE. |
| INDICATES LOCATION OF NEW PAINTED TRAFFIC SIGNAGE PER CITY OF PORTERVILLE PUBLIC WORKS STANDARDS/ TYPICAL. | DASHED LINE INDICATES LOCATION(S) OF CURBS TO BE PAINTED RED AND MARKED "FIRE LANE - NO PARKING". LETTERS SHALL BE WHITE, 3 INCHES HIGH AND SPACED AT 50'-0" ON-CENTER PER CITY OF PORTERVILLE FIRE DEPARTMENT STANDARDS/ TYPICAL. | INDICATES LOCATION OF RECESSED LOADING DOCK FOR MAJOR TENANT. |
| INDICATES LOCATION OF PROPOSED POLE MOUNTED PROJECT SIGN (TO BE REVIEWED AND APPROVED UNDER SEPARATE PERMIT). COORDINATE INSTALLATION OF POWER SUPPLY TO THIS LOCATION WITH THE ELECTRICAL SITE PLAN/ TYPICAL. | INDICATES LOCATION OF COLORED CONCRETE ACCENT PAVING WITH TOOLED JOINT PATTERN AS INDICATED. COORDINATE INSTALLATION WITH THE GRADING AND DRAINAGE PLAN/ TYPICAL. | |
| ASPHALTIC CONCRETE PAVING OVER CLASS II AGGREGATE BASE OVER NATIVE SOIL COMPACTED TO 90%. COORDINATE PAVING SECTION(S) WITH GRADING AND DRAINAGE PLAN AND PROJECT SOILS REPORT/ TYPICAL. | INSTALL BUS TURN-OUT PER CITY OF PORTERVILLE PUBLIC WORKS STANDARDS. PROVIDE DEDICATION TO THE CITY AS REQUIRED FOR THE INSTALLATION. | |
| INSTALL 4 INCH WIDE WHITE PAINTED STALL STRIPING PER CITY OF PORTERVILLE PUBLIC WORKS STANDARDS/ TYPICAL. | INDICATES LOCATION OF 20'-0" WIDE x 6'-0" HIGH CORRUGATED STEEL EMERGENCY VEHICLE ACCESS ONLY GATE(S). INSTALLATION SHALL COMPLY WITH CITY OF PORTERVILLE PUBLIC WORKS AND FIRE DEPARTMENT REQUIREMENTS/ TYPICAL. | |
| 8'-0" WIDE DISABLED ACCESSIBLE UNLOADING SPACE WITH RAMP ACCESS TO WALKWAY/ TYPICAL. | | |

REFERENCE PLAN



NOTE: SHADING INDICATES
THE PORTION INCLUDED ON
THIS PLAN

RETAIL CENTER SITE PLAN

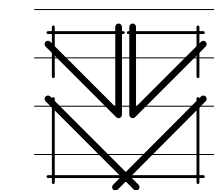
$$1'' = 40'-0''$$


Issuances: _____ Date: _____

- ☒ DESIGN REVIEW
- ☐ PLAN CHECK
- ☐ BACK CHECK
- ☐ PERMITS
- ☐ CONSTRUCTION
- ☐ AS BUILT

All drawings and written materials appearing herein constitute original work of the architect and may not be duplicated, used, or disclosed without written consent of the architect.

Reference North



Project Name: HENDERSON VILLAGE
PORTERVILLE, CA.

Project Number:	140819
Plot Date:	03.03.15

Sheet Number:

PP2.1

Of . Sheets .

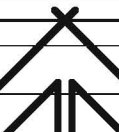
Project Architect:

REGISTERED ARCHITECT
SCOTT A. VINCENT
Exp. 12/31/15
No. C-15290
STATE OF CALIFORNIA

Issuances:	Date:
☒ DESIGN REVIEW	10.08.15
☐ PLAN CHECK	
☐ BACK CHECK	
☐ PERMITS	
☐ CONSTRUCTION	
☐ AS BUILT	

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Reference North:



Scale: 1" = 30'-0"

Project Name: VILLAGE AT HENDERSON
PORTERVILLE, CA.

Project Number: 150921

Plot Date: 11.13.15

Sheet Number:

PP1

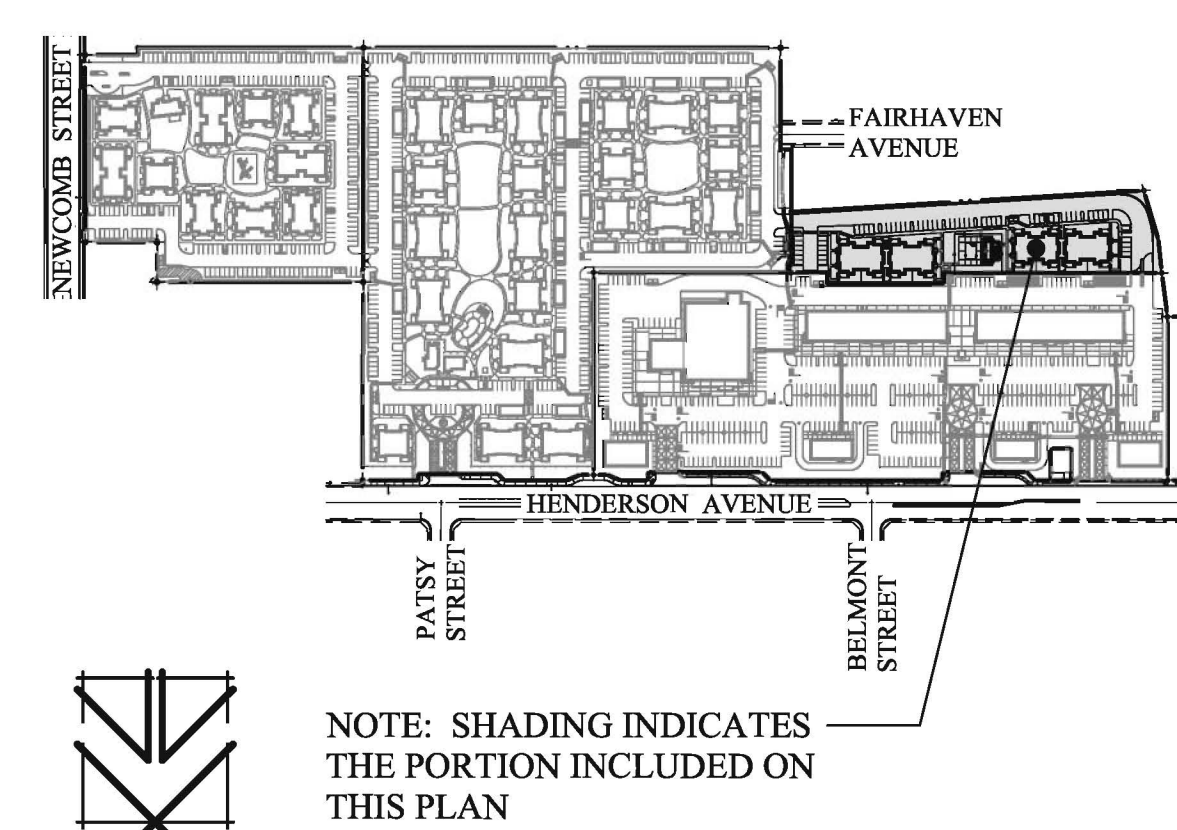
Of .
Sheets .



1" = 30'-0"

REFERENCE PLAN

- | | | | | | |
|----|--|----|--|----|--|
| 1 | EXISTING ADJACENT SINGLE FAMILY RESIDENTIAL DEVELOPMENT TO REMAIN. | 17 | INDICATES THE LOCATION(S) OF PRE-FABRICATED CARPORTS TO BE INSTALLED UNDER SEPARATE PERMIT/ TYPICAL. | 27 | INSTALL 3'-0" WIDE x 6'-0" HIGH WROUGHT IRON PEDESTRIAN GATE WITH LEVER TYPE LATCHSET. |
| 2 | PROPOSED ADJACENT COMMERCIAL DEVELOPMENT. | 18 | INSTALL 30' STATE STANDARD "STOP" SIGN(S) AT LOCATION(S) SHOWN. SIGN SHALL BE MOUNTED ON A 2" GALVANIZED POST WITH THE BOTTOM OF THE SIGN 7' ABOVE GROUND; LOCATED BEHIND CURB AND IMMEDIATELY BEHIND MAJOR STREET SIDEWALK. | 28 | INSTALL 6'-0" HIGH WROUGHT IRON FENCE AT POOL ENCLOSURE. |
| 3 | INSTALL 6'-0" HIGH SOLID GROUTED REINFORCED CONCRETE MASONRY WALL AT PROPERTY LINE/ TYPICAL. | 19 | PROVIDE SIGN AT EACH SITE ENTRANCE THAT CLEARLY STATES WITH 1" HIGH LETTERING: "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING DISABLING PLACARDS OR SPECIAL LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES WILL BE TOWED AWAY AT OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED BY CONTACTING THE CITY OF PORTERVILLE POLICE DEPARTMENT." | 29 | INDICATES THE LOCATION OF 4'-0" WIDE x 5'-0" HIGH WROUGHT IRON PEDESTRIAN GATE. |
| 4 | ASPHALTIC CONCRETE PAVING OVER CLASS II AGGREGATE BASE OVER NATIVE SOIL COMPACTED TO 90% COORDINATE PAVING SECTION(S) WITH GRADING AND DRAINAGE PLAN AND PROJECT SOILS REPORT/ TYPICAL. | 20 | 4 INCH WIDE WHITE PAINTED STRIPING PER CITY OF PORTERVILLE PUBLIC WORKS STANDARDS/ TYPICAL AT PARKING STALLS. | 30 | INSTALL 6'-0" HIGH CHAIN LINK FENCE WITH VINYL SLATS AT BACK YARD CONDITION. |
| 5 | 6 INCH CONTINUOUS CONCRETE CURB/ TYPICAL. | 21 | INSTALL LANDSCAPE MEDIAN PLANTER AT PROJECT ENTRANCE. | 31 | EXISTING TRASH ENCLOSURE TO REMAIN. |
| 6 | 6 INCH CONTINUOUS CONCRETE CURB WITH INTEGRAL 4 INCH THICK CONCRETE WALK/ TYPICAL. | 22 | EXISTING 6'-0" HIGH MASONRY FENCE AT PROPERTY LINE TO REMAIN. | 32 | INDICATES THE LOCATION OF 6'-0" HIGH ORNAMENTAL WROUGHT IRON GATE(S). INSTALLATION SHALL COMPLY WITH CITY OF PORTERVILLE PUBLIC WORKS AND FIRE DEPARTMENTS REQUIREMENTS. |
| 7 | 4'-0" WIDE x 4 INCH THICK CONCRETE WALKS APPLIED OVER COMPACTED NATIVE SOIL (PROVIDE 6'-0" WIDE WALKS ADJACENT TO PARKING SPACES)/ TYPICAL. | 23 | INDICATES LOCATION OF POOL SHOWER/ RESTROOM BUILDING. | | |
| 8 | INDICATES THE LOCATION OF DEPRESSED WALKWAY WHEEL CHAIR RAMP/ TYPICAL. | 24 | INDICATES LOCATION(S) OF WOOD ARBOR / SHADE STRUCTURE WITH REINFORCED CONCRETE MASONRY SUPPORT COLUMNS/ TYPICAL. | | |
| 9 | INDICATES LOCATION OF ACCESSIBLE CARPORT STALL WITH 8'-0" WIDE VAN ACCESSIBLE UNLOADING AREA, 8'-2" MINIMUM VERTICAL CLEARANCE AND DEPRESSED WALK CURB RAMP AVAILABLE FOR ASSIGNMENT TO TENANTS WITH PHYSICAL DISABILITIES (MARKINGS AND SIGNAGE AT STALLS ARE NOT REQUIRED TO BE INSTALLED)/ TYPICAL. | 25 | INDICATES LOCATION OF ACCESSIBLE PARKING STALL WITH 5'-0" WIDE UNLOADING AREA AND DEPRESSED WALK CURB RAMP. INSTALL SIGNAGE AND MARKINGS AS REQUIRED BY TITLE 24 CCR ACCESSIBILITY REQUIREMENTS. | | |
| 10 | INDICATES LOCATION OF SWIMMING POOL AND POOL DECKING TO BE INSTALLED UNDER SEPARATE PERMIT AND PLAN CHECK. POOL CONTRACTOR SHALL SUBMIT DRAWINGS AND CALCULATIONS TO THE CITY OF PORTERVILLE FOR PLAN CHECK AND PERMITS PRIOR TO COMMENCING WORK/ TYPICAL. | 26 | INDICATES THE LOCATION OF RETURNED CURB RAMP WITH TRUNCATED DOMES. | | |
| 11 | LANDSCAPE AREAS. COORDINATE WORK WITH LANDSCAPE PLANS/ TYPICAL. | 27 | INSTALL PAINTED CROSSWALK WITH 5% MAXIMUM SLOPE IN THE DIRECTION OF TRAVEL AND 2% MAXIMUM CROSS SLOPE. | | |
| 12 | INDICATES LOCATION OF TRASH / RECYCLING ENCLOSURE WITH REINFORCED CONCRETE MASONRY WALLS 4'-4" - 6" PER CITY OF PORTERVILLE PUBLIC WORKS STANDARDS/ TYPICAL. | 28 | INSTALL 4'-0" WIDE PEDESTRIAN ACCESS OPENING IN MASONRY WALL TO PROVIDE NEIGHBORHOOD ACCESS TO THE FUTURE COMMERCIAL CENTER. WALKWAYS AT THESE LOCATIONS SHALL CONNECT TO THOSE AT ADJACENT DEVELOPMENTS/ STREETS. | | |
| 13 | DASHED LINE INDICATES LOCATION(S) OF CURBS TO BE PAINTED RED AND MARKED "FIRE LANE - NO PARKING". LETTERS SHALL BE WHITE, 3 INCHES HIGH AND SPACED AT 50'-0" ON-CENTER PER CITY OF PORTERVILLE FIRE DEPARTMENT STANDARDS/ TYPICAL. | 29 | INSTALL 6'-0" HIGH WROUGHT IRON FENCE WITH CRIMPED TOP PICKETS AS INDICATED. | | |



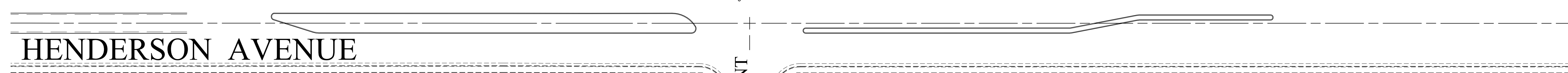
PROPOSED DEVELOPMENT FOR:

**HENDERSON
VILLAGE**

WEST HENDERSON AND NORTH NEWCOMB
PORTERVILLE, CALIFORNIA

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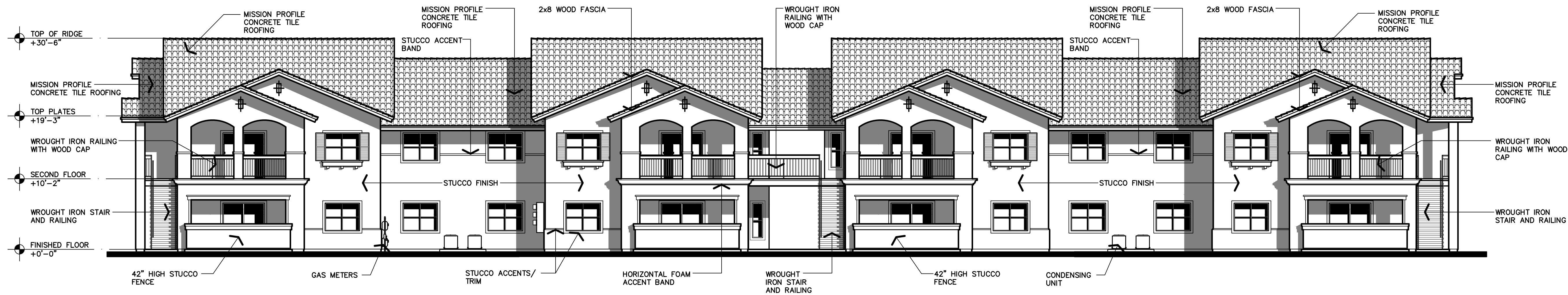
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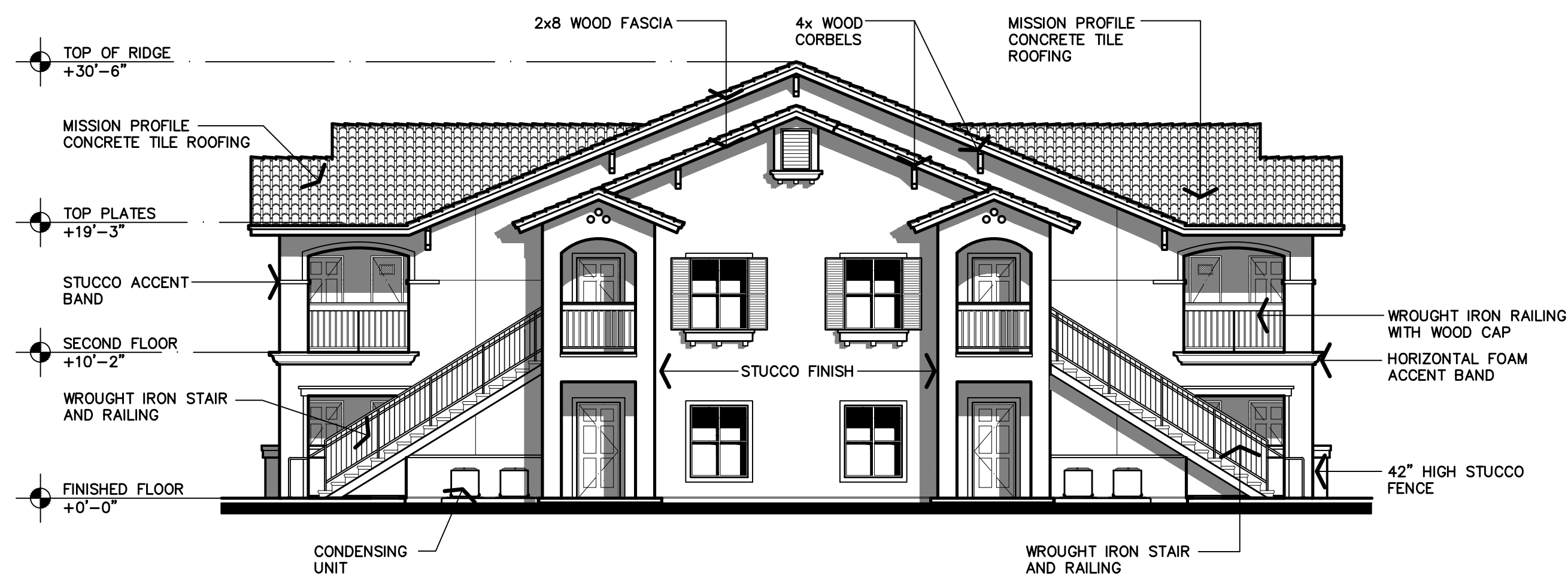
PLANT MATERIALS LANDSCAPE NOTES

LAWN

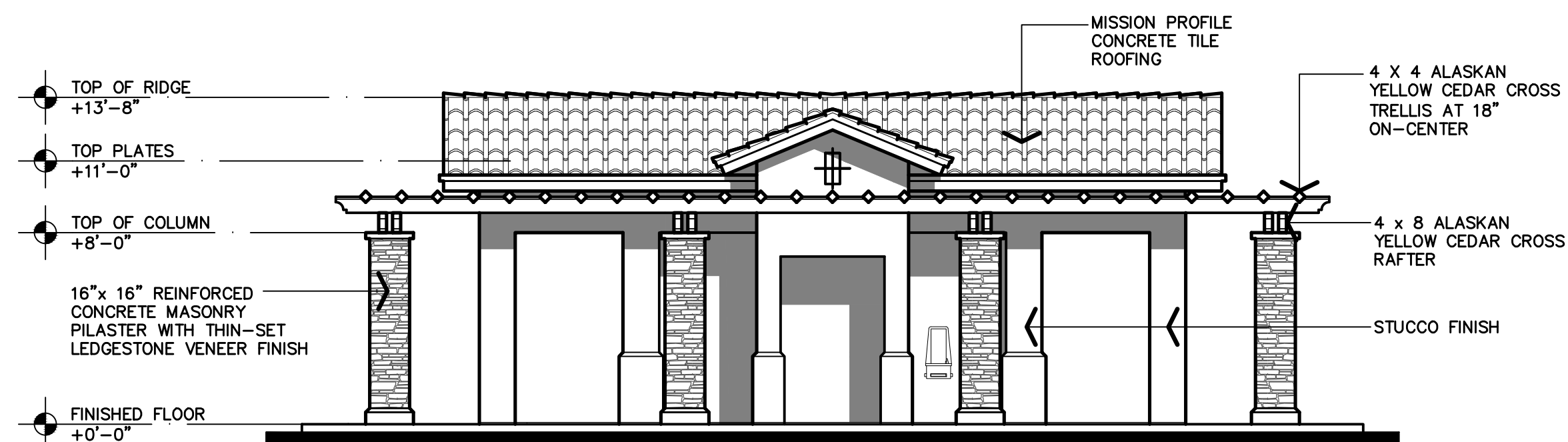
FLATS	12" O.C.	HYPERICUM CALYISINUM (AARONS BEARD)
FLATS	12" O.C.	GAZANIA 'COPPER KING' (TRAILING GAZANIA)
FLATS	12" O.C.	VINCA MINOR (DWARF PERIWINKLE)
FLATS	12" O.C.	ANNUALS (PETUNIAS, MUMS AND DWARF MARIGOLDS)



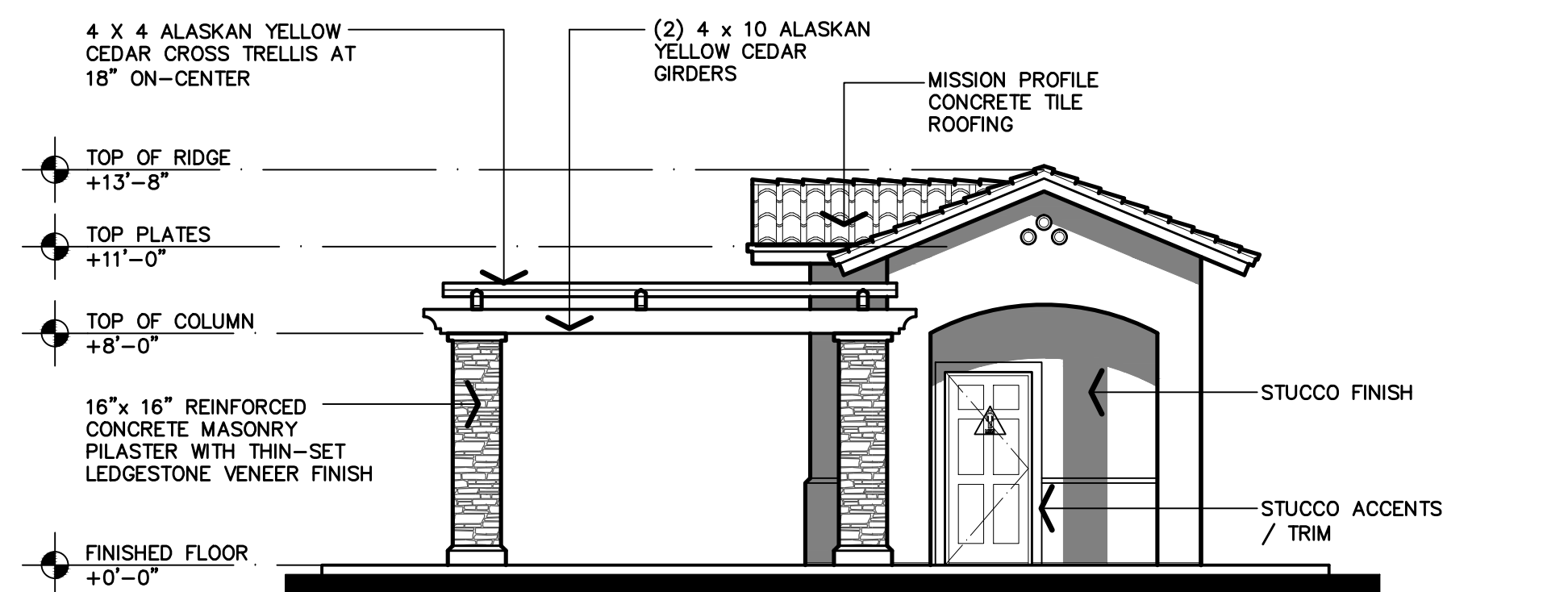
RESIDENTIAL BUILDING
FRONT/ REAR ELEVATION 1/8" = 1'-0"



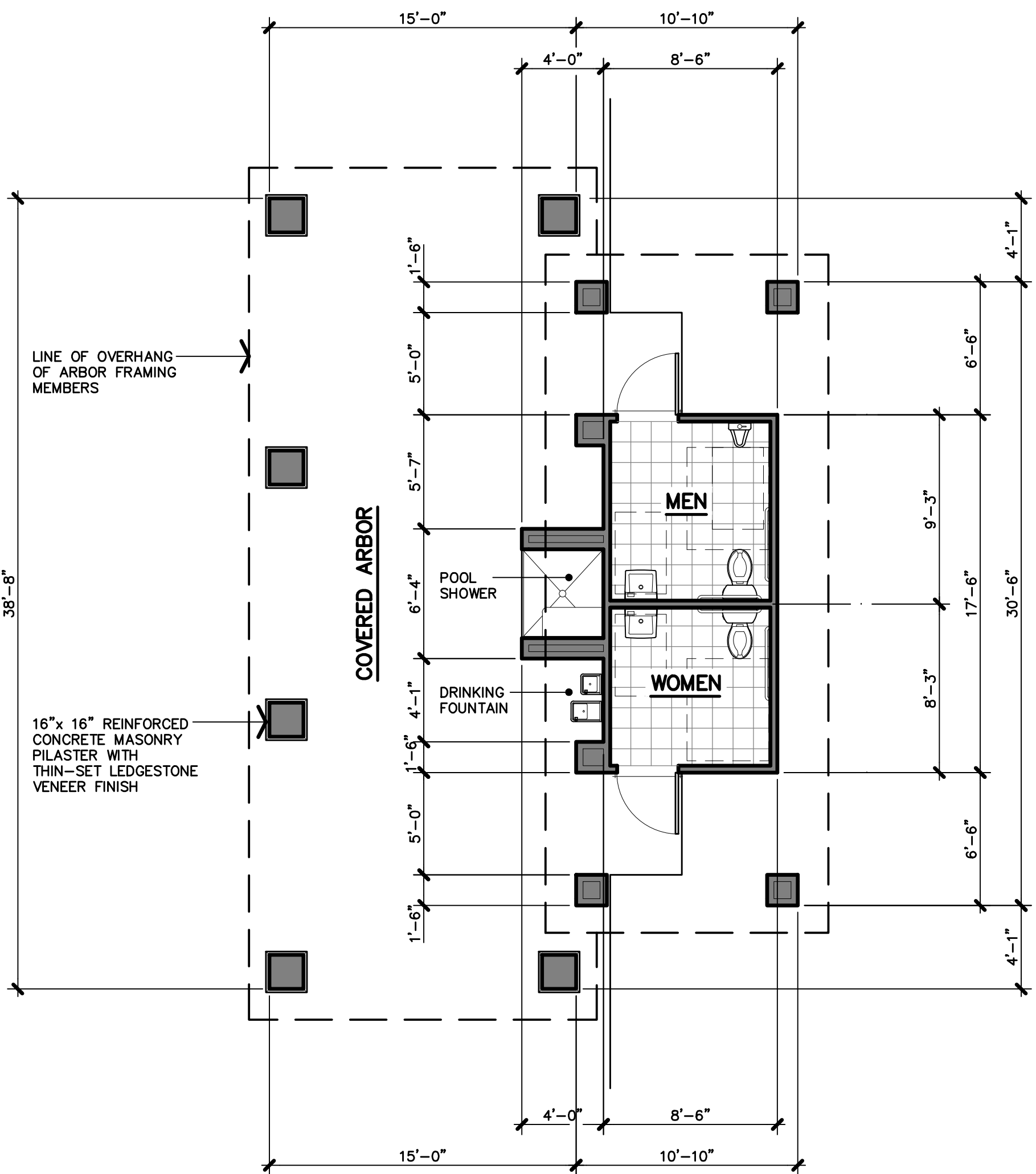
RESIDENTIAL BUILDING
SIDE ELEVATION 1/8" = 1'-0"



POOL BUILDING
FRONT ELEVATION 3/16" = 1'-0"



POOL BUILDING
SIDE ELEVATION 3/16" = 1'-0"



POOL BUILDING
FLOOR PLAN 3/16" = 1'-0"

T H E
VINCENT
COMPANY

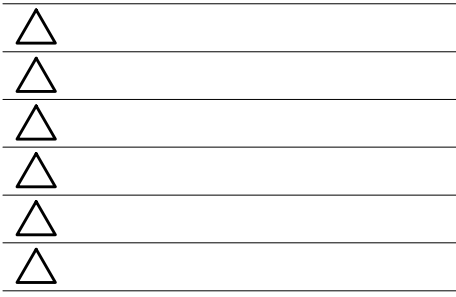
ARCHITECTS, INC.

1500 West Shaw, Ste. 304

Fresno, California 93711

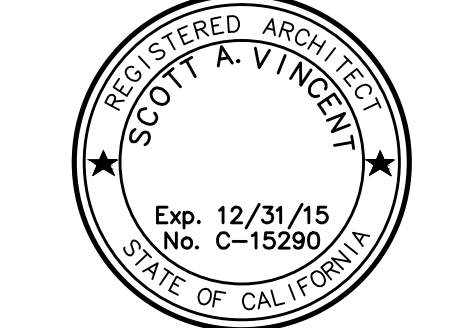
Phone: 559.225.2602

Revisions Date



PROPOSED DEVELOPMENT FOR:
VILLAGE AT
HENDERSON II
1711 WEST HENDERSON AVENUE
PORTERVILLE, CALIFORNIA

Project Architect:



Issuances: Date:

- ☒ DESIGN REVIEW 10.08.15
- ☐ PLAN CHECK
- ☐ BACK CHECK
- ☐ PERMITS
- ☐ CONSTRUCTION
- ☐ AS BUILT

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Reference North:



Project Name: VILLAGE AT HENDERSON
PORTERVILLE, CA.

Project Number: 150921

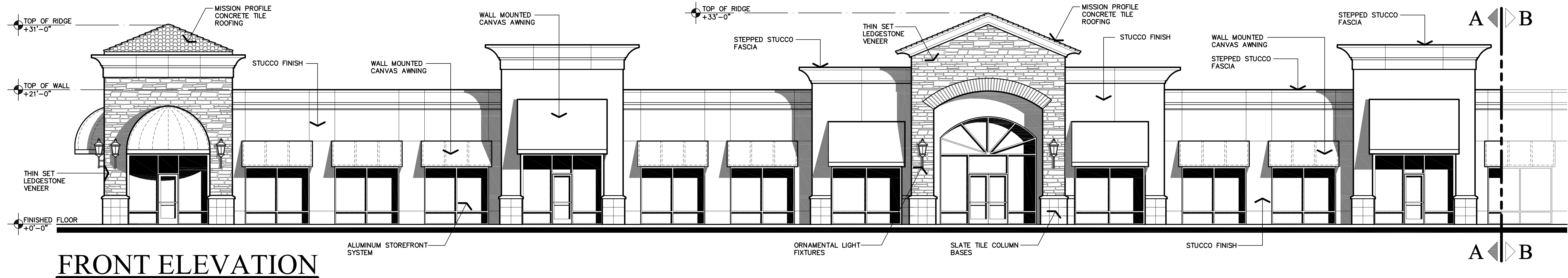
Plot Date: 10.09.15

Sheet Number:

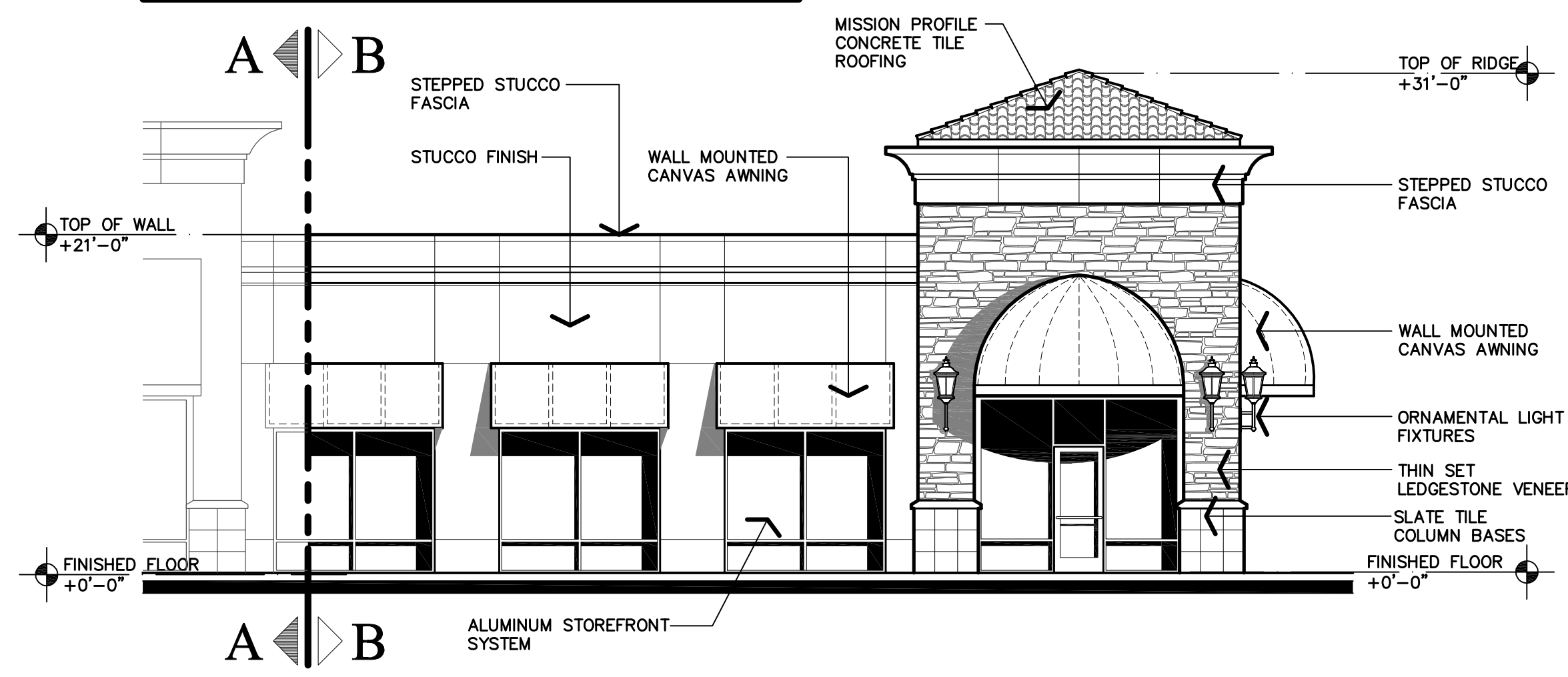
PP5

Of . Sheets .

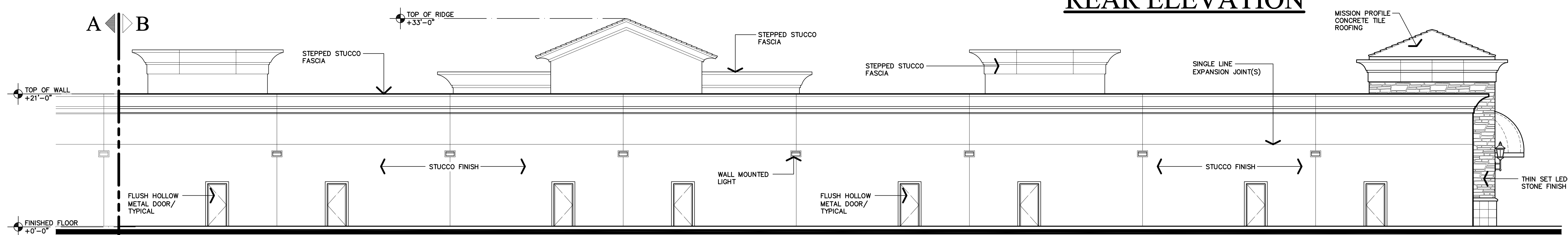
Z:\2014\140819 - Henderson Village\2 - DESIGN PROPOSALS\CUPPP2.2 - Retail Elevations.dwg, 3/3/2016 3:23:04 PM, Andy



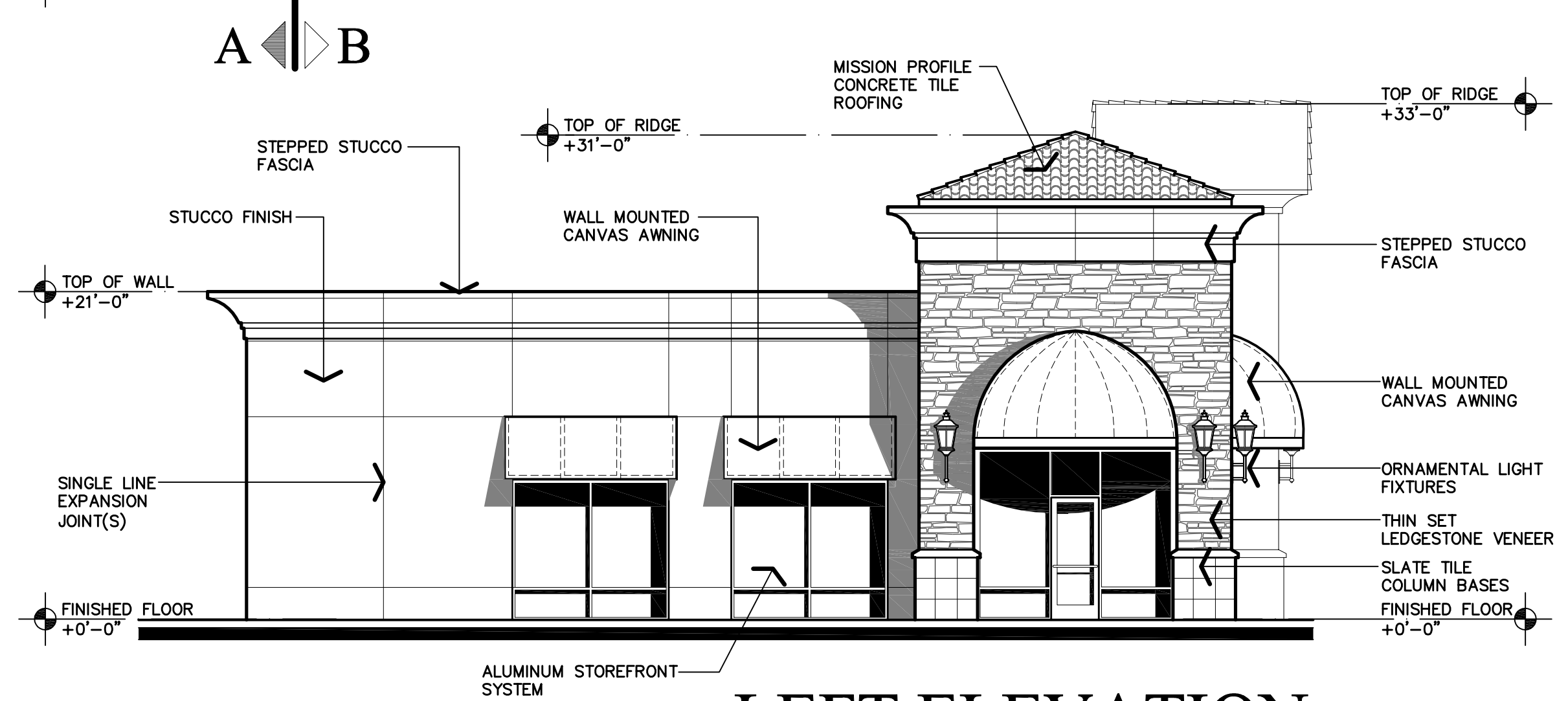
FRONT ELEVATION



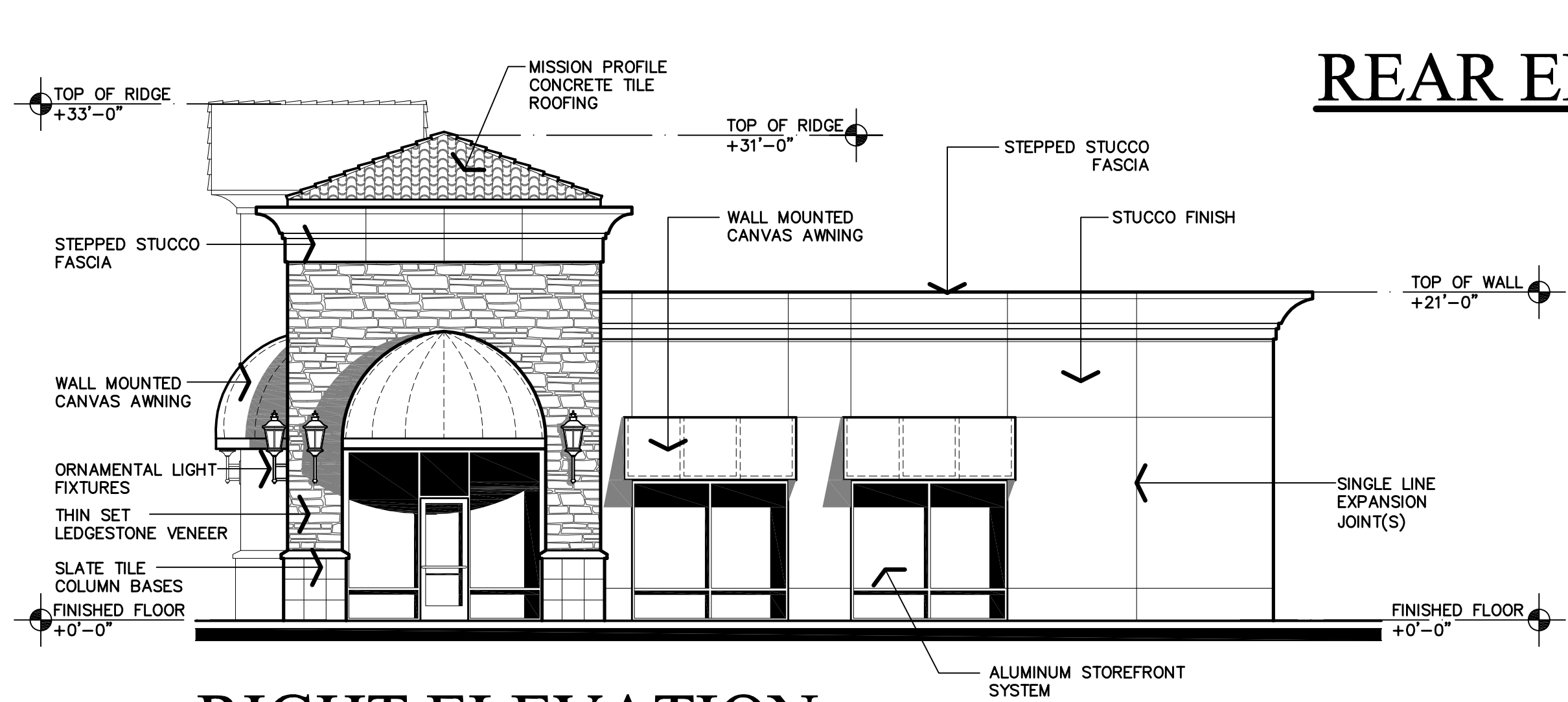
LEFT ELEVATION



REAR ELEVATION



RIGHT ELEVATION



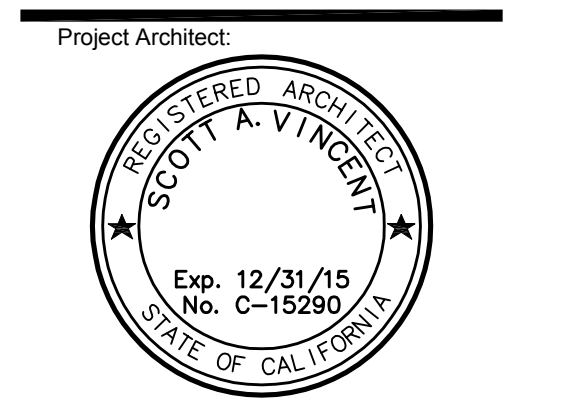
REAR ELEVATION

RETAIL 'A' ELEVATIONS

THE VINCENT COMPANY
ARCHITECTS, INC.
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

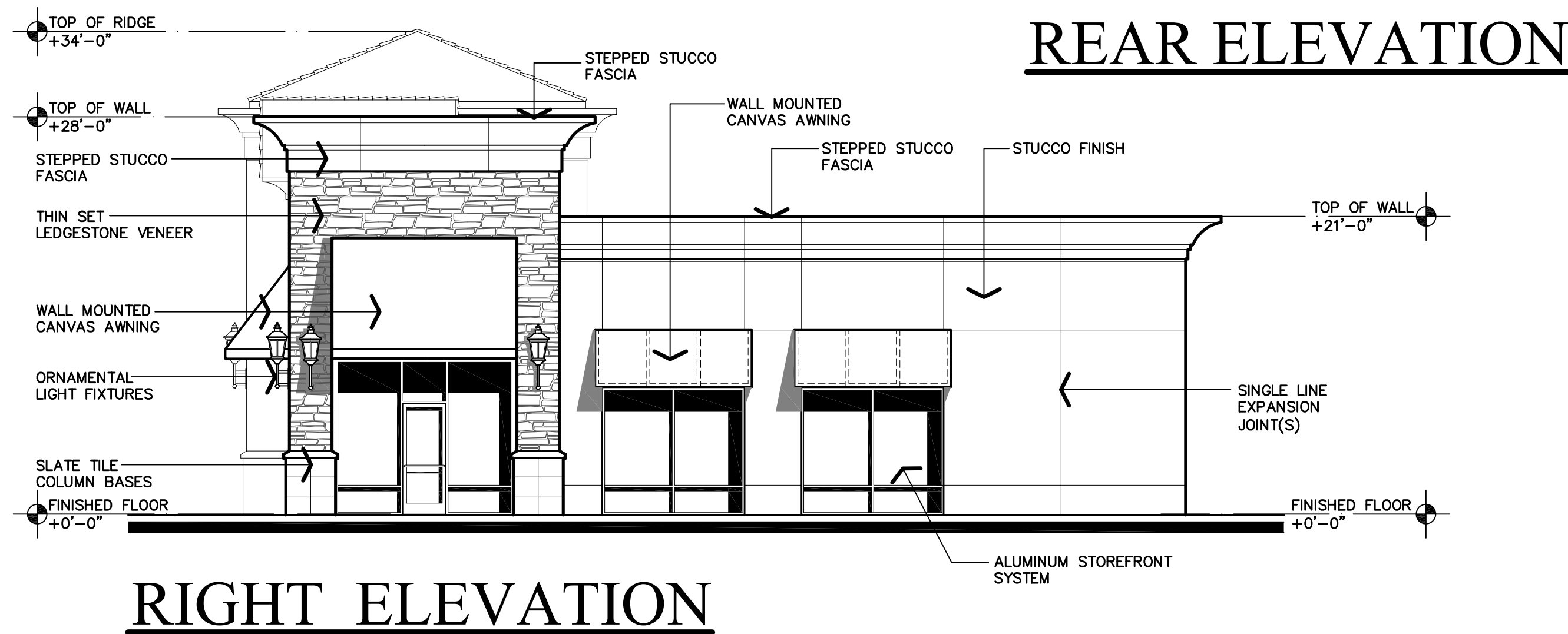
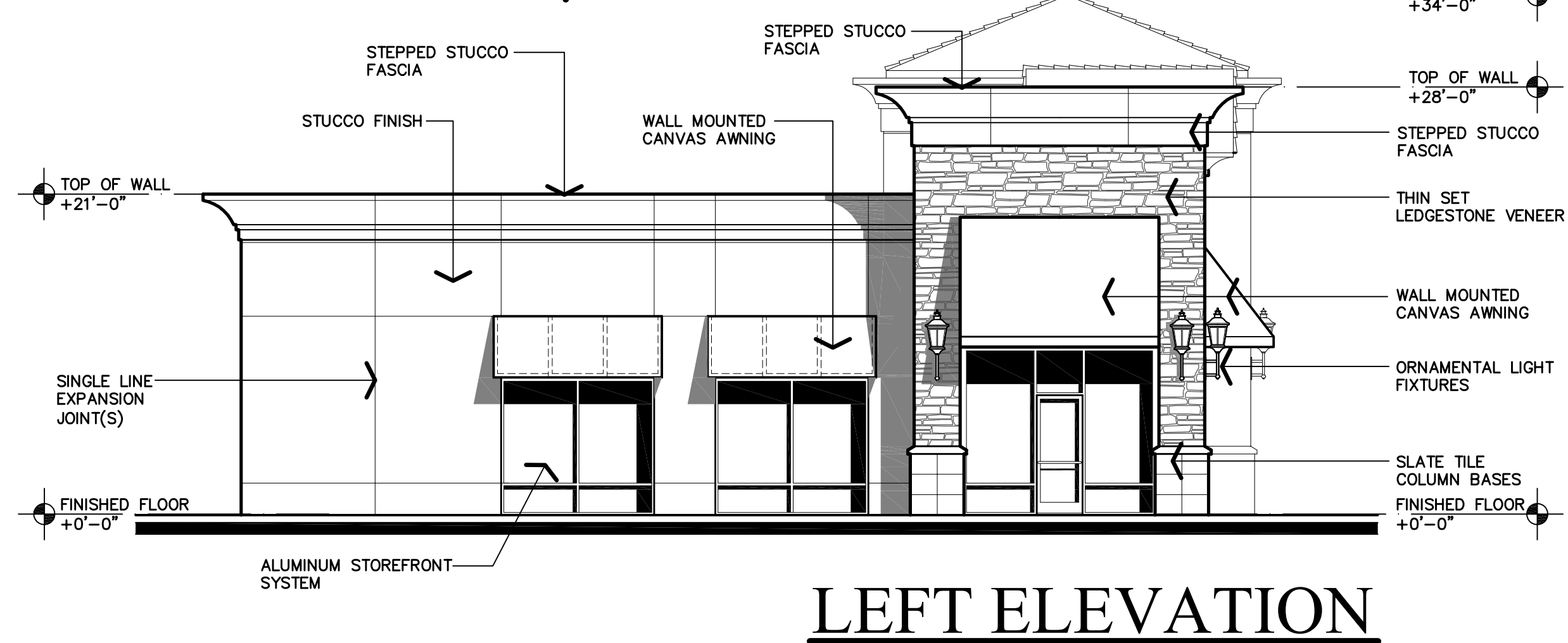
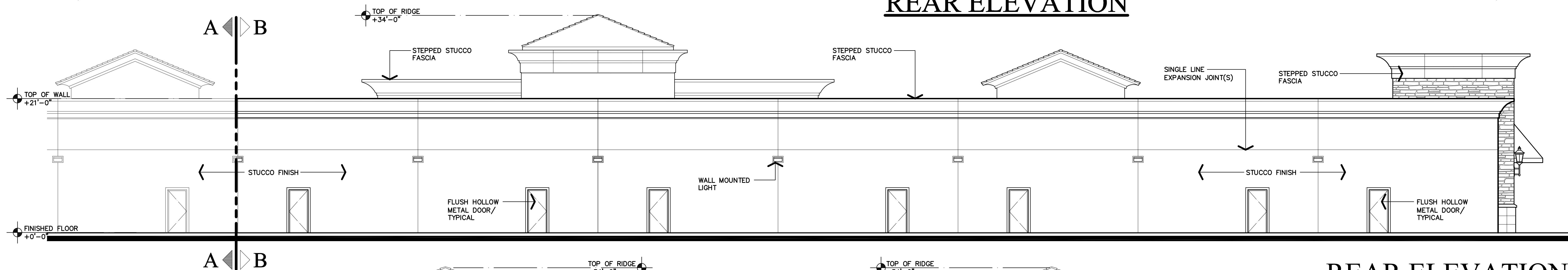
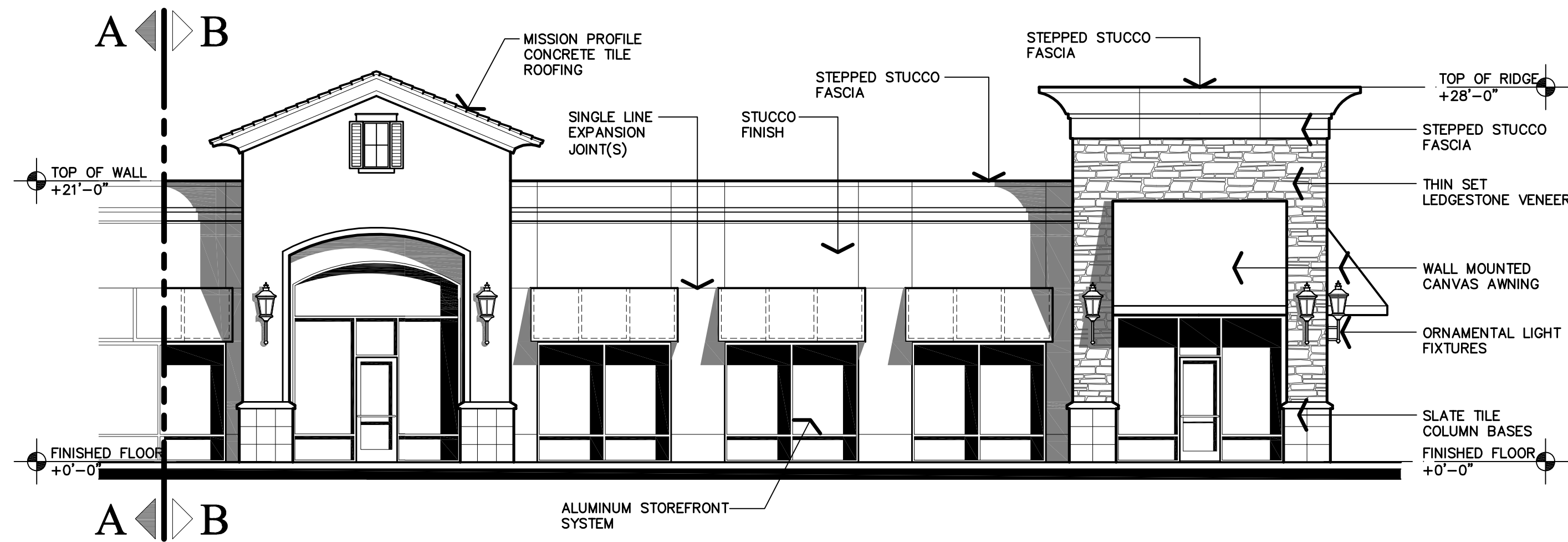
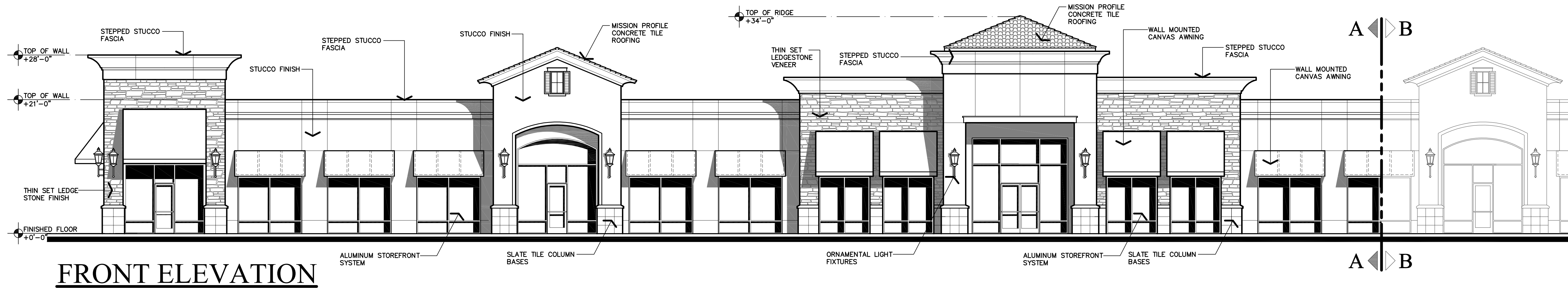
Revisions	Date

PROPOSED DEVELOPMENT FOR:
HENDERSON VILLAGE
WEST HENDERSON AND NORTH NEWCOMB
PORTERVILLE, CALIFORNIA



Issuances:	Date:
☒ DESIGN REVIEW	
☐ PLAN CHECK	
☐ BACK CHECK	
☐ PERMITS	
☐ CONSTRUCTION	
☐ AS BUILT	
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Reference North:	
Scale: 1/8" = 1'-0"	
Project Name: HENDERSON VILLAGE	
PORTERVILLE, CA.	
Project Number: 140819	
Plot Date: 03.03.15	
Sheet Number:	
PP2.2	
Of . Sheets .	

Z:\2014\140819 - Henderson Village2 DESIGN PROPOSAL\SCUPPP2.3 - Retail Elevations.dwg, 3/3/2015 3:21:45 PM, Andy

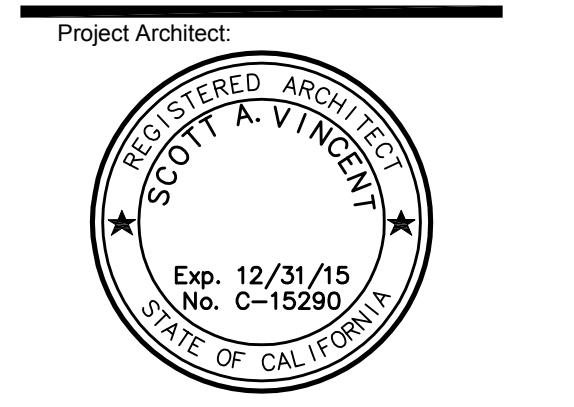


RETAIL 'B' ELEVATIONS

THE VINCENT COMPANY
ARCHITECTS, INC.
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

Revisions	Date

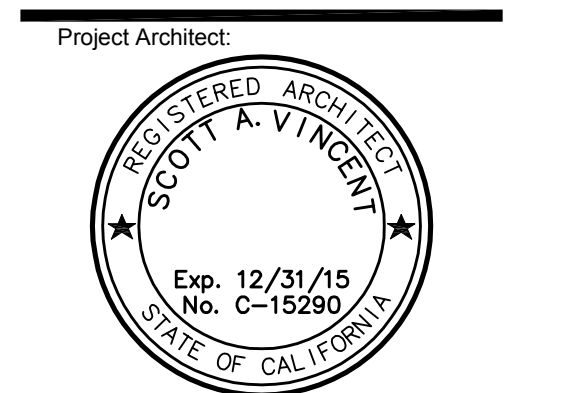
PROPOSED DEVELOPMENT FOR:
HENDERSON VILLAGE
WEST HENDERSON AND NORTH NEWCOMB
PORTERVILLE, CALIFORNIA



Issuances:	Date:
☒ DESIGN REVIEW	
☐ PLAN CHECK	
☐ BACK CHECK	
☐ PERMITS	
☐ CONSTRUCTION	
☐ AS BUILT	
All drawings and written material appearing herein constitute original work of the architect and may not be duplicated, used, or disclosed without written consent of the architect.	
Reference North:	
Scale: 1/8" = 1'-0"	
Project Name: HENDERSON VILLAGE	
PORTERVILLE, CA.	
Project Number: 140819	
Plot Date: 03.03.15	
Sheet Number:	
PP2.3	
Of . Sheets .	

Revisions	Date

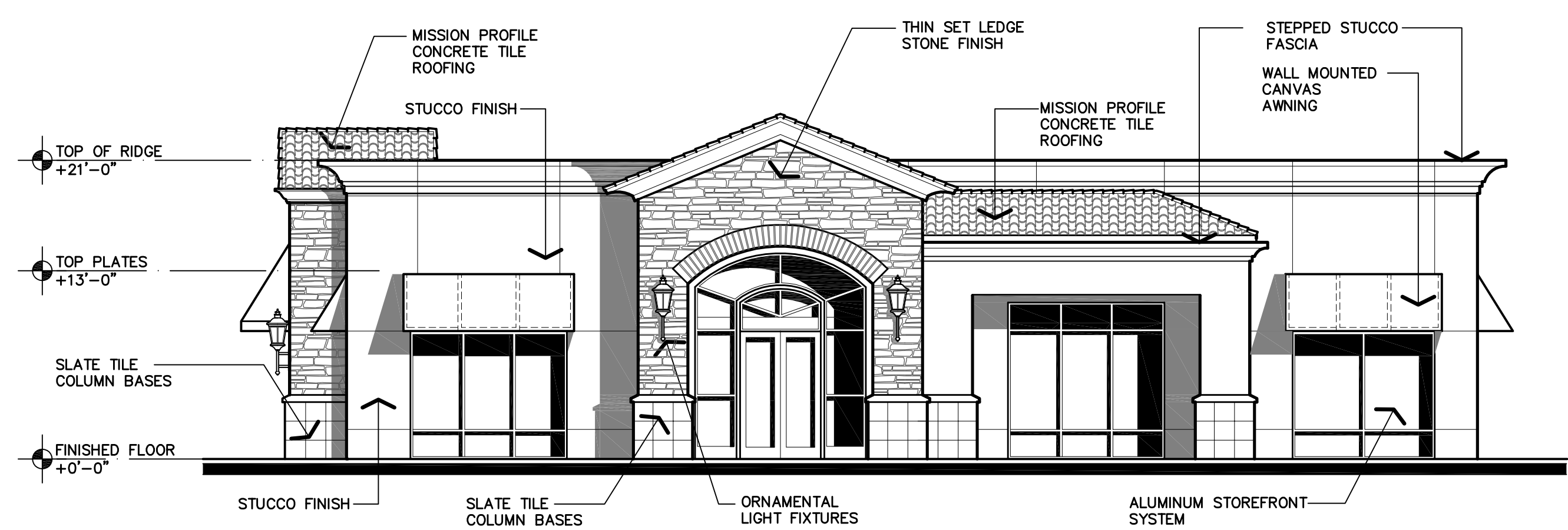
PROPOSED DEVELOPMENT FOR:
HENDERSON VILLAGE
WEST HENDERSON AND NORTH NEWCOMB
PORTERVILLE, CALIFORNIA



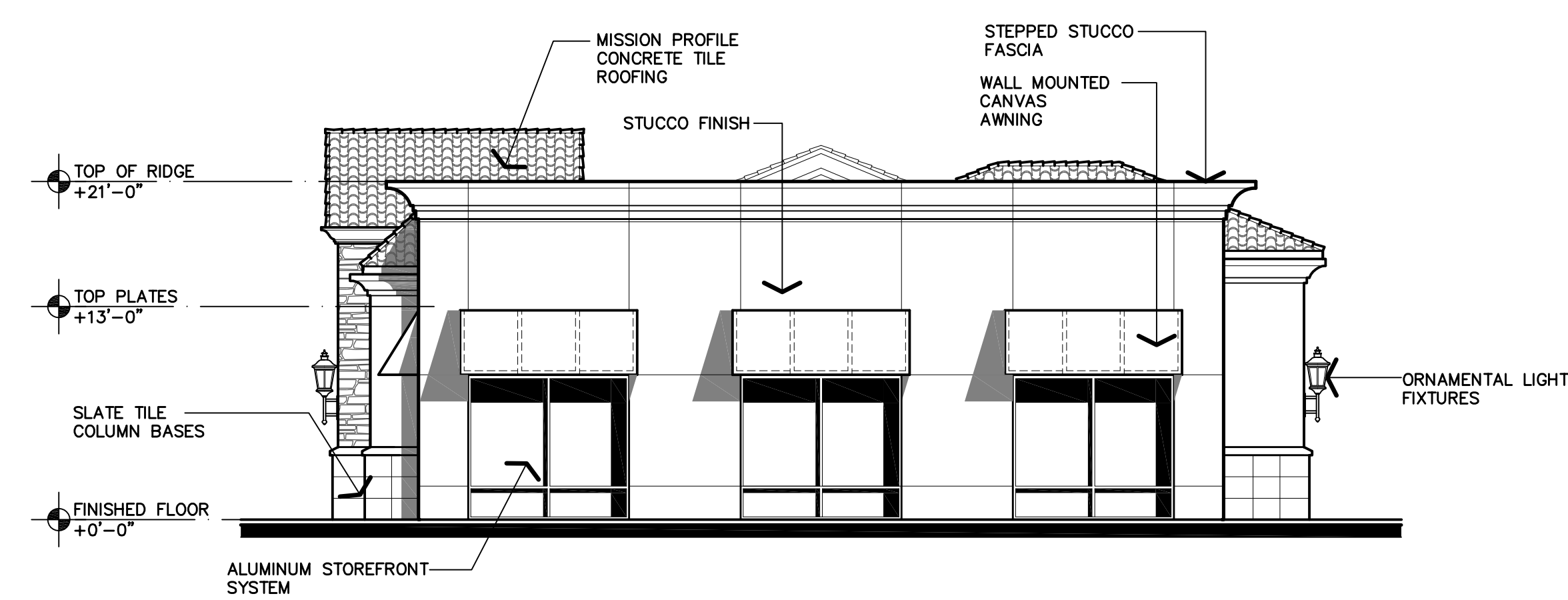
Issuances:	Date:
☒ DESIGN REVIEW	
☐ PLAN CHECK	
☐ BACK CHECK	
☐ PERMITS	
☐ CONSTRUCTION	
☐ AS BUILT	

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Reference North:	Scale: 1/8" = 1'-0"
Project Name:	HENDERSON VILLAGE
Project Number:	140819
Plot Date:	03.03.15
Sheet Number:	



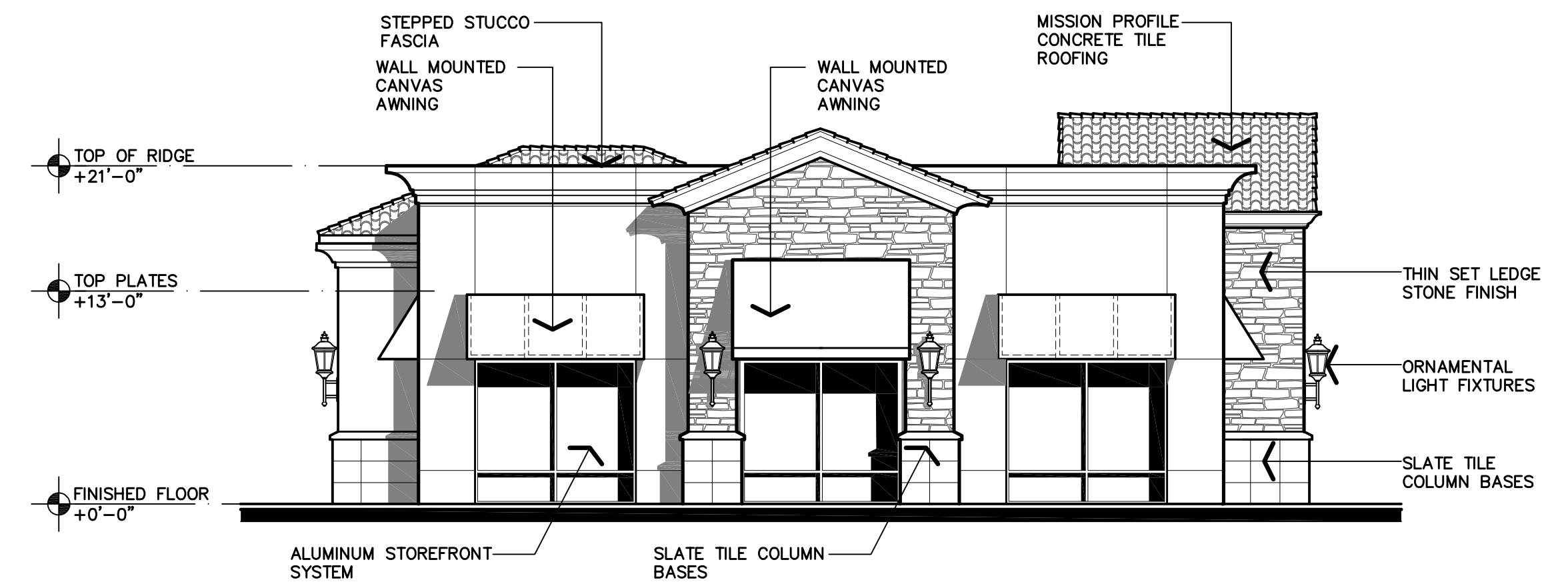
RETAIL PAD
FRONT ELEVATION



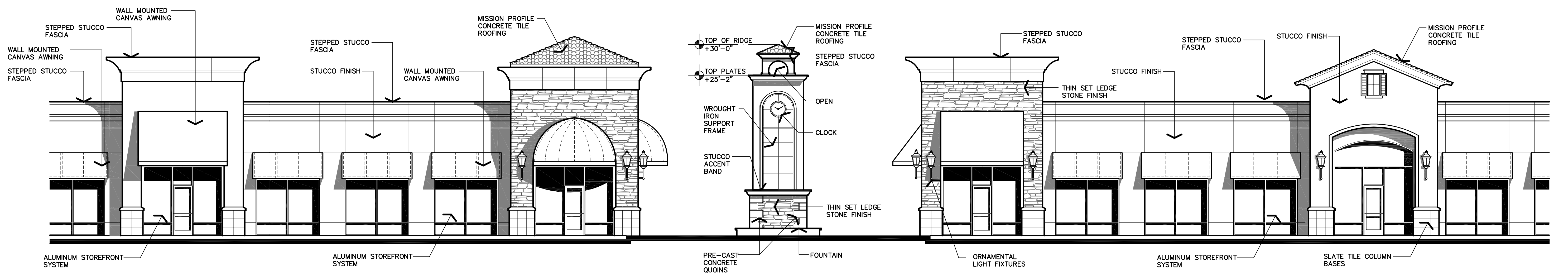
RETAIL PAD
RIGHT ELEVATION



RETAIL PAD
REAR ELEVATION



RETAIL PAD
LEFT ELEVATION

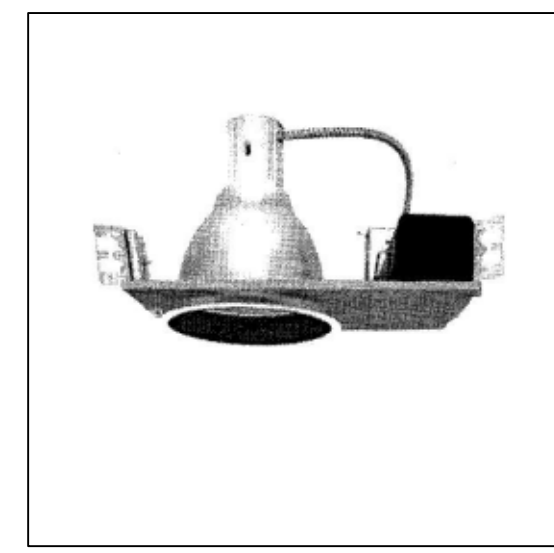


IN-LINE RETAIL 'A' <

CLOCK
TOWER

> IN-LINE RETAIL 'B'

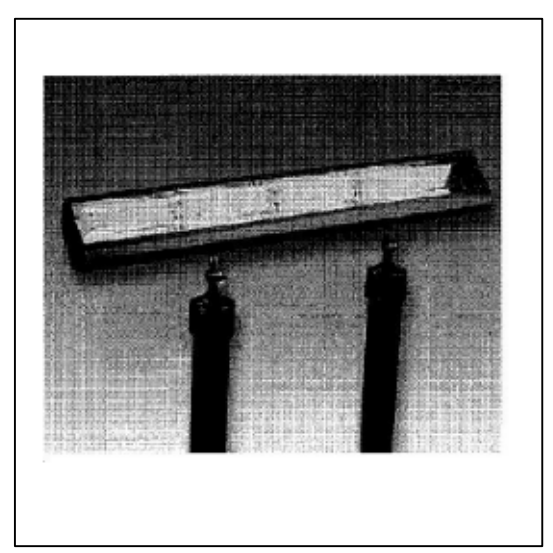
COMMERICAL EXTERIOR LIGHTING



MODEL: LVH642/LR601C
TYPE: C,D
LOCATION: COMMERCIAL COVERED WALKWAYS
HEIGHT: 8"
WIDTH: 6"
BULB: 1-PLT42
FINISH: CHROME
GLASS: NONE



MODEL: TWP LED 30C 50K
TYPE: T3M
LOCATION: RETAIL EXTERIOR WALL
HEIGHT: 15"
WIDTH: 16 1/2"
BULB: (1) 30 LEDs
FINISH: DARK BRONZE
GLASS: CLEAR



MODEL: OSL-132
TYPE: S3
LOCATION: MONUMENT FLOOD
HEIGHT: 4 1/4"
WIDTH: 48"
BULB: 1-F32T8
FINISH: BLACK
GLASS: CLEAR

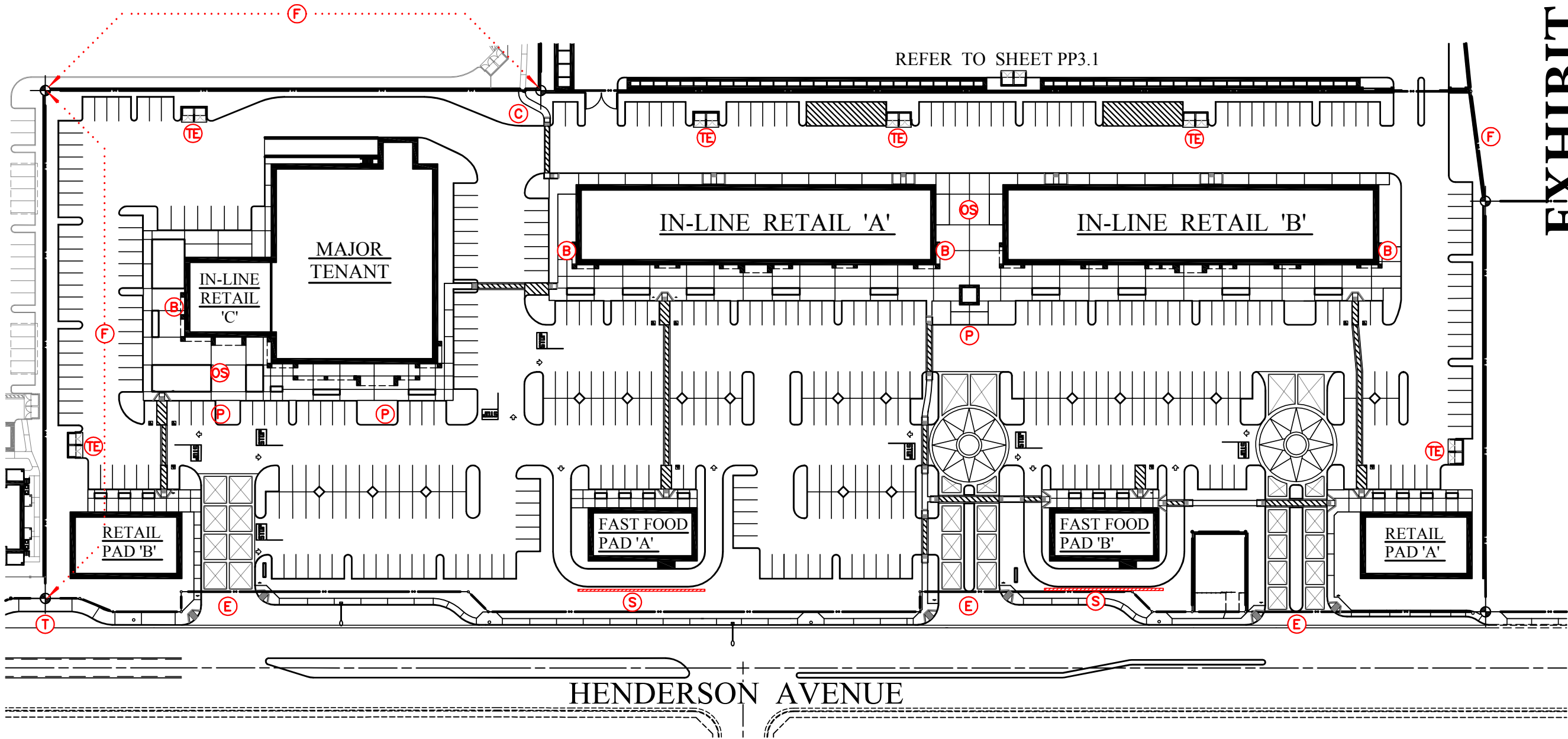


MODEL: DSX1 LED 30C
TYPE: T3M
LOCATION: PARKING POLE
HEIGHT: 15"
WIDTH: 13"
BULB: (1) 30 LEDs
FINISH: DARK BRONZE
GLASS: CLEAR



MODEL: 20-3441
TYPE: VERSAILLES
LOCATION: OFFICE/RETAIL FACADE
HEIGHT: 32"
WIDTH: 10"
BULB: 2C
FINISH: RUST PATINA
GLASS: CLEAR ACRYLIC

Z:\2014\140819 - Henderson Village2 - Design Proposals\CUP\Amenities_Site Plan.dwg, 3/3/2015 3:35:06 PM, Andy



REFER TO SHEET PP3.1

LEGEND:

- | | | | |
|------|--|------|---|
| (B) | BICYCLE PARKING AREAS | (P) | ENTRANCE PLAZA/
PASSENGER LOADING AREA
WITH LANDSCAPE FEATURES
AND VISITOR SEATING |
| (C) | COMMUNITY ACCESS TO ADJACENT
SUBDIVISION | (S) | SCREENING OF DRIVE-THROUGH
FACILITIES WITH WALLS AND
BERMS |
| (E) | SITE ENTRANCE FEATURE | (T) | TRANSIT STOP |
| (F) | 6'-0" HIGH CONCRETE MASONRY
FENCE WHERE ADJACENT TO
RESIDENTIAL USES | (TE) | TRASH ENCLOSURE |
| (OS) | OUTDOOR OPEN SPACE
(947 S.F. PROVIDED) | | |

AMENITIES
SITE PLAN

1" = 40'-0"

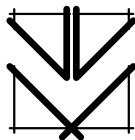


EXHIBIT I

THE
VINCENT
COMPANY

ARCHITECTS, INC.

1500 West Shaw, Ste. 30
Fresno, California 9371

Phone: 559.225.2602

Revisions Date

△	
△	
△	
△	
△	
△	

PROPOSED DEVELOPMENT FOR:

HENDERSON

VILLAGE

WEST HENDERSON AND NORTH NEWCOMB



Issues: Date:

- | | |
|---|---------------|
| ● | DESIGN REVIEW |
| ○ | PLAN CHECK |
| ○ | BACK CHECK |
| ○ | PERMITS |
| ○ | CONSTRUCTION |
| ○ | AS BUILT |

All drawings and written material
appearing herein constitute original
work of the architect and may not be
duplicated, used, or disclosed without
written consent of the architect.

Reference North:



Project Name: HENDERSON VILLAGE

PORTERVILLE, CA

Project Number: 140819

Plot Date:

Sheet Number:

Of Sheets

THE VINCENT COMPANY

ARCHITECTS, INC.

1500 West Shaw, Ste. 304
Fresno, California 93711

Phone: 559.225.2602

Revisions	Date
△	
△	
△	
△	
△	

PROPOSED DEVELOPMENT FOR:

HENDERSON VILLAGE

WEST HENDERSON AND NORTH NEWCOMB
PORTERVILLE, CALIFORNIA



Issuances: _____ Date: _____

☒ DESIGN REVIEW

☐ PLAN CHECK

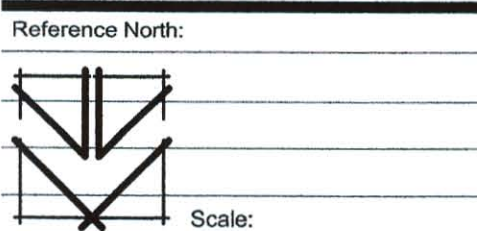
☐ BACK CHECK

☐ PERMITS

☐ CONSTRUCTION

☐ AS BUILT

All drawings and written material appearing herein constitute original work of the architect and may not be duplicated, used, or disclosed without written consent of the architect.



Project Name: HENDERSON VILLAGE
PORTERVILLE, CA

Project Number: 140819

Plot Date: _____

Sheet Number: _____



RESOLUTION NO. ____-2015

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
TO RESCIND RESOLUTION NO. 31-2015

WHEREAS, at the March 5, 2013, City Council meeting, the Council approved Conditional Use Permit 2012-002-C (Resolution 15-2013), to accommodate a 518 unit (61,450± sq. ft.) personal storage facility in the Commercial Mixed-Use zone on a 5.66± acre parcel as a component of the Pacific Rim Mixed-Use Project; and

WHEREAS, at the March 17, 2015, City Council meeting, the Council approved a modification to Conditional Use Permit 2012-002-C (Resolution 31-2015) to allow for the reduction of personal storage facility from 518 units (61,450± square feet) to 214 units (26,200± square feet) of personal storage facility; and

WHEREAS, the City Council of the City of Porterville at its regularly scheduled meeting of December 1, 2015, conducted a public hearing to consider a modification to Conditional Use Permit (PRC 2012-002-GZCP) and rescind Conditional Use Permit 2012-002-C (Resolution 31-2015) to allow for the conversion of the 3.32± acre parcel designated for 214 personal self-storage units into 32 apartment units as an addendum to the existing 168 unit apartment complex know as Village at Henderson; and

WHEREAS, upon approval of the modification to Conditional Use Permit (PRC 2012-002-GZCP), City Council finds that there is no need for Resolution No. 31-2015; and

NOW, THEREFORE, BE IT RESOLVED that the City Council does hereby rescind Resolution No. 31-2015.

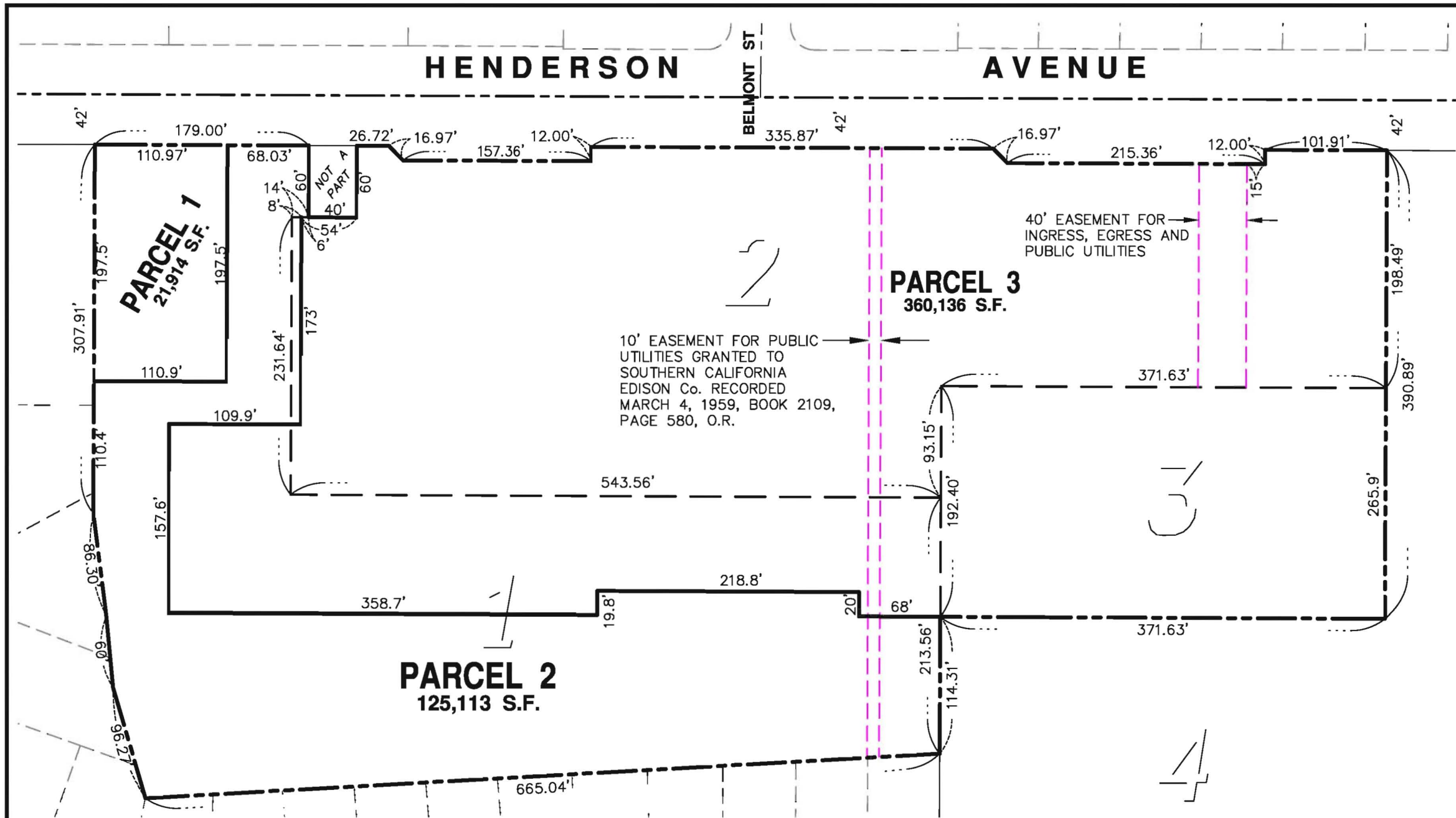
This Resolution shall become effective on December 1, 2015.

PASSED, APPROVED AND ADOPTED this 1st day of December, 2015.

Milt Stowe, Mayor

ATTEST:
John D. Lollis, City Clerk

By _____
Patrice Hildreth, Chief Deputy City Clerk



- NOTES**
1. DATE: NOVEMBER 18, 2015
 2. A.P.N.: 245-070-088 & 089, 245-410-035 & 036
 3. WATER: CITY OF PORTERVILLE
 4. SEWAGE DISPOSAL: CITY OF PORTERVILLE

LEGEND

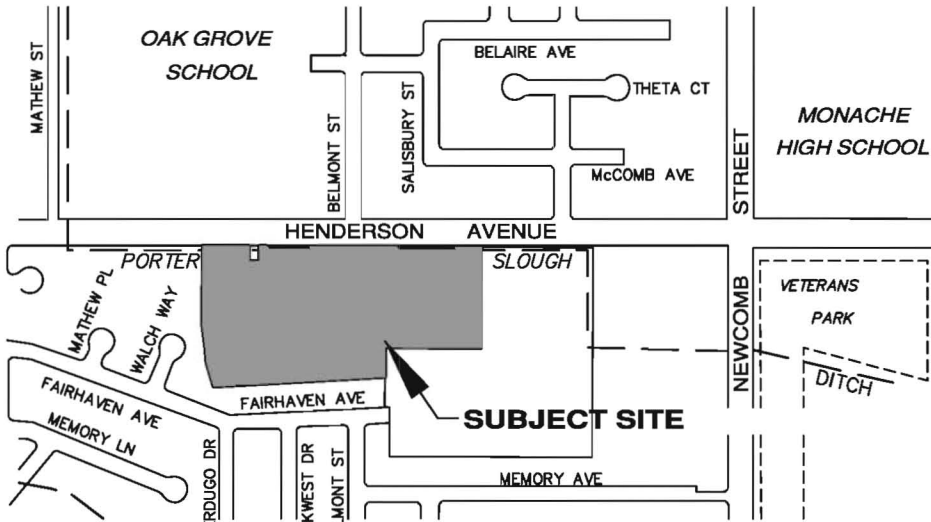
— PROPOSED PROPERTY LINE
- - - EXISTING PROPERTY LINE TO BE DELETED

PARCEL NUMBERS PER PARCEL MAP 5097

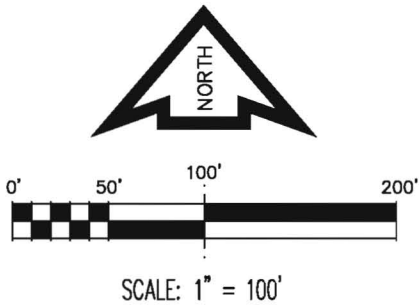
OWNER'S STATEMENT

WE HEREBY STATE THAT WE ARE THE OWNERS OF THE REAL PROPERTY SHOWN ON THIS MAP AND WE ARE THE ONLY PERSONS WHOSE CONSENT IS NECESSARY FOR MAKING AND FILING THIS LOT LINE ADJUSTMENT AND STATE THAT THE INFORMATION SHOWN ON THIS MAP IS TRUE AND CORRECT.

HENDERSON MU-V, LP



LOCATION MAP
NOT TO SCALE



LOT LINE ADJUSTMENT

BEING A LOT LINE ADJUSTMENT OF PARCEL 1, 2 AND 3 OF PARCEL MAP No. 5097, SITUATED IN THE NORTH EAST 1/4 SECTION 28, T.21S., R.27E., M.D.B.&M., IN THE CITY OF PORTERVILLE, COUNTY OF TULARE, STATE OF CALIFORNIA.

For: **HENDERSON MU-V, LP**
1470 W. HERNDON AVENUE
FRESNO, CALIFORNIA 93711

By: **JAMES WINTON & ASSOCIATES**
150 WEST MORTON AVENUE
PORTERVILLE, CALIFORNIA 93257



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: Riverwalk Marketplace Phase II Partial Recirculated Draft Environmental Impact Report

SOURCE: Community Development

BACKGROUND:

The Riverwalk Phase II project consists of a 202,854 square foot regional commercial center on approximately 21.8± acres, at the northeast corner of Vandalia Avenue and Indiana Street. A revised Draft Environmental Impact Report (“RDEIR”) was prepared for the proposed project and circulated for public review from February 22, 2011, to April 8, 2011. Thereafter, a Final EIR was prepared, and on February 7, 2012, the City Council certified the Final EIR and approved the project. Following the City Council action, the California Healthy Communities Network (“CHCN”) filed a lawsuit in the Tulare County Superior Court under the California Environmental Quality Act (“CEQA”), challenging the EIR’s adequacy. Specifically, CHCN alleged deficiencies in the greenhouse gas (“GHG”) emissions, noise and traffic analyses contained in the 2011 RDEIR. In a judgment dated April 11, 2013, the Tulare County Superior Court denied CHCN’s Petition for Writ of Mandate and upheld the City’s certification of the Final EIR and the project approvals in all respects. Thereafter, CHCN filed an appeal in the California Fifth District Court of Appeal on July 3, 2013.

The issues raised on appeal were related only to the adequacy of the 2011 RDEIR’s analysis of the project’s GHG emissions, and did not challenge that portion of the Superior Court’s ruling that found the noise and traffic analyses to be adequate. In an opinion dated September 3, 2014, the Court of Appeal found in favor of CHCN and reversed the Superior Court’s decision with respect to the adequacy of the GHG emissions analysis. The Court of Appeal held that the 2011 RDEIR failed to adequately support its conclusion that GHG impacts would be less than significant. It further determined that the GHG analysis was severable from the remainder of the EIR, severance would not prejudice complete and full compliance with CEQA, and the remainder of the EIR complies with CEQA.

On April 21, 2015, the City Council adopted Resolution 46-2015 which set aside and rescinded the City Council’s decisions of February 7, 2012. On May 5, 2015, City Council awarded a contract to FirstCarbon Solutions (“FCS”) to prepare a revised GHG analysis in compliance with the Court of Appeal’s decision. At this time, FCS has completed the analysis, which is contained in a Partial Recirculated Draft Environmental Impact Report (“PRDEIR”).

COMMENT: The PRDEIR was distributed on November 18, 2015, for a review period greater
Item No. 17.

than the 45-day period as required by CEQA. This meeting has been set to allow the public the opportunity to comment on the PRDEIR. Because the PRDEIR addresses only GHG impacts, as the remainder of the EIR was found to be in compliance with CEQA, the City requests that reviewers limit their comments to the contents of the PRDEIR. The City will not respond to comments that do not relate to the contents of the PRDEIR. A duly noticed City Council public hearing will be scheduled at a future date to consider approval of the project, including certification of the Final Environmental Impact Report and approval of a Conditional Use Permit and Tentative Parcel Map.

ANALYSIS: The Riverwalk Marketplace Phase II project would include the construction and development of approximately 202,854 square feet of primarily retail uses among five building pads, anchored by a 161,602 square feet Walmart store with all appurtenant structures and facilities. The Walmart store would offer, among other things, groceries and general retail merchandise and would operate 24 hours per day.

The GHG analysis prepared for the PRDEIR replaces the analysis contained in the RDEIR prepared for the project in 2011. Since the previous analysis was prepared, new GHG models and updated emission factors have been introduced and the benefits of certain state regulations have been incorporated into the models.

ENVIRONMENTAL REVIEW:

The PRDEIR has been transmitted to the State Clearinghouse (SCH# 2008091149), interested agencies, groups, and individuals for review and comment. Due to the holidays, the review period has been extended beyond the required 45-day period and will run from November 18, 2015, to January 8, 2016.

RECOMMENDATION: That the City Council hold a public hearing to accept comment on the Partial Recirculated Draft Environmental Impact Report for the Riverwalk Phase II Project

ATTACHMENTS: 1. Draft Environmental Document (PRDEIR)

Appropriated/Funded: MB

Review By:

Department Director:

Jenni Byers, Community Development Director

Final Approver: John Lollis, City Manager



**Partial Recirculated
Draft Environmental Impact Report
Riverwalk Phase II Project
City of Porterville, Tulare County, California**

State Clearinghouse No. 2008091149

Prepared for:
City of Porterville
Community Development Department
291 North Main Street
Porterville, California 93257
559.782.7460

Contact: Jennifer Byers, Community Development Director

Prepared by:
FirstCarbon Solutions
7265 N. First Street, Suite 101
Fresno, CA 93720

Contact: Dave Mitchell, Senior Air Quality Scientist

Report Date: November 9, 2015

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(provided under separate cover)

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SECTION 1: INTRODUCTION

1.1 - Project Background

This document is a partial recirculation of a Draft Environmental Impact Report (Partial Recirculated Draft EIR or PRDEIR) prepared for the Riverwalk Marketplace Phase II Project (project). The City of Porterville first released a Draft Environmental Impact Report (Draft EIR) for the project in April 2010 (State Clearinghouse No. 2008091149), which was circulated for public review between April 5, 2010 and May 19, 2010. The City thereafter issued a revised Draft EIR (RDEIR) for a slightly smaller version of the project in February 2011, which was circulated for public review from February 22, 2011 to April 7, 2011. After closure of the public review period for the 2011 RDEIR, the City prepared written responses to comments received. These responses were provided in the Final EIR, released on January 25, 2012.

The Porterville City Council certified the Final EIR and approved the project entitlements on February 7, 2012. Following the City Council action, the California Healthy Communities Network (CHCN) filed a lawsuit in the Tulare County Superior Court under the California Environmental Quality Act (CEQA), challenging the EIR's adequacy. Specifically, CHCN alleged deficiencies in the greenhouse gas (GHG) emissions, noise and traffic analyses contained in the 2011 RDEIR. In a judgment dated April 11, 2013, the Tulare County Superior Court denied CHCN's Petition for Writ of Mandate, and it upheld the City's certification of the Final EIR and the project approvals in all respects. Thereafter, CHCN filed an appeal in the California Fifth District Court of Appeal on July 3, 2013.

The issues raised on appeal were related only to the adequacy of the 2011 RDEIR's analysis of the project's GHG emissions, and did not challenge that portion of the Superior Court's ruling that found the noise and traffic analyses to be adequate. In an Opinion dated September 3, 2014, the Court of Appeal found in favor of CHCN and reversed the Superior Court's decision with respect to the adequacy of the GHG emissions analysis. The Court of Appeal held that the 2011 RDEIR failed to provide adequate support for its conclusion that GHG impacts would be less than significant, specifically with regard to the claimed reduction in vehicle emissions.

The following GHG analysis contained within this PRDEIR was prepared in accordance with the September 3, 2014 Court of Appeal Opinion to evaluate whether the estimated greenhouse gas emissions generated from the project would cause significant impacts to climate change, based on applicable thresholds. The analysis replaces the previous GHG analysis contained within the 2011 RDEIR in its entirety, which was found to be inadequate by the Court of Appeal. The methodology follows the SJVAPCD's Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA (SJVAPCD 2009).

1.2 - Project Description

The project consists of developing a retail center in the City of Porterville, within the County of Tulare. The development would take place on a 21.78-acre site on the southeast corner of Indiana Street and Springville Drive. The Assessor Parcel Numbers associated with the project include

260-060-012-000, 260-050-004-000, 260-050-006-000, and 260-050-009-000. The project would include the construction and development of a free-standing Walmart store (161,602 square feet), and several smaller uses: Pad 12 for retail (9,386 square feet), Pad 13 for retail (10,995 square feet), Pad 14 for retail (14,090 square feet), and Out Lot A (6,781 square feet). The project's regional vicinity location is shown in Exhibit 1-1. An aerial view of the local vicinity is provided in Exhibit 1-2. The site plan design is illustrated in Exhibit 1-3. Project construction is anticipated to start in August 2017. Project operations could commence as early as May 2018.

1.3 - CEQA Standards for Recirculation

1.3.1 - Overview

CEQA Guidelines Section 15088.5 establishes that a lead agency is required to recirculate an EIR when significant new information is added to the EIR after it is released for public review. Significant new information is defined as "changes in the project or environmental setting as well as additional data or other information" that results in the disclosure of:

- A new significant environmental impact;
- A substantial increase in the severity of an environmental impact; or
- A feasible project alternative or mitigation measure considerably different from others previously analyzed [that] would clearly lessen the environmental impacts of the project.

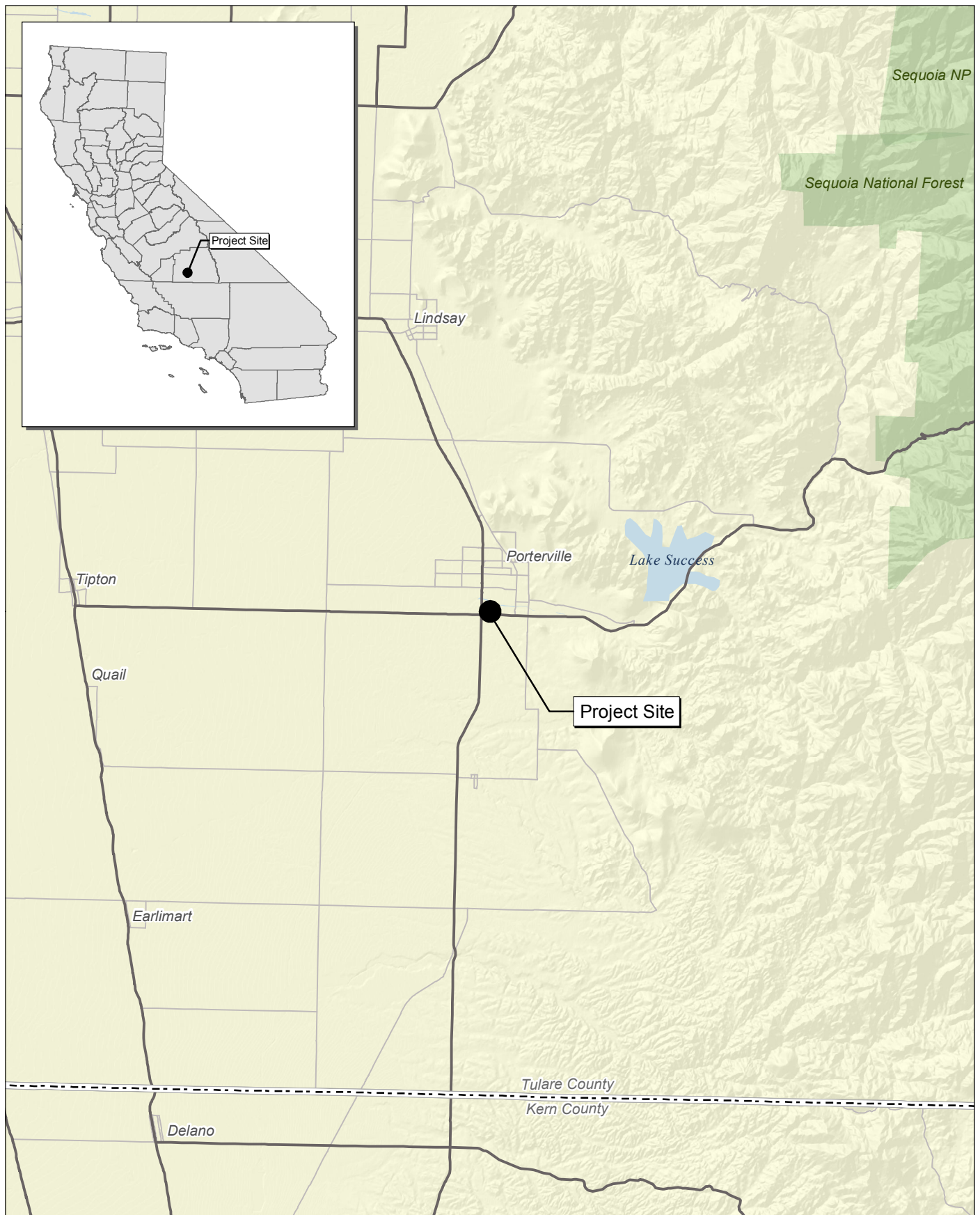
CEQA Guidelines Section 15088.5 also establishes that recirculation may be triggered by the Draft EIR being so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. In this case, the Court of Appeal held that the reductions claimed for vehicle emissions were not explained to the public in an understandable fashion and were not supported by substantial evidence, and therefore precluded meaningful public review.

Standards for Partial Recirculation

CEQA Guidelines Section 15088.5(c) establishes that if revisions to the Draft EIR are limited to only a few chapters of the document, the lead agency need only recirculate the portions that have been modified. This is known as partial recirculation. The City is partially recirculating the Riverwalk Phase II Project Draft EIR for public and agency review pursuant to the Court of Appeal's September 3, 2014 ruling, which only requires modification of the GHG analysis.

1.3.2 - Basis for Partial Recirculation of the Riverwalk Phase II Project Draft EIR

Upon remand to the Tulare County Superior Court, the City was directed to rescind the project approvals and revise the EIR to address the significance of the project's GHG emissions. A partial recirculation of the EIR most effectively complies with the Court's ruling and CEQA Guidelines Section 15088.5, which sets forth the criteria and process for undertaking a partial recirculation. The information presented in this PDEIR is limited to the discussion of the significance of GHG emissions. The remainder of the 2011 RDEIR was found adequate by the Tulare County Superior Court, was not subject to appeal and has not been revised, and is therefore not being recirculated.



Source: Census 2000 Data, The CaSIL.

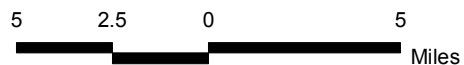


Exhibit 1-1 Regional Location Map

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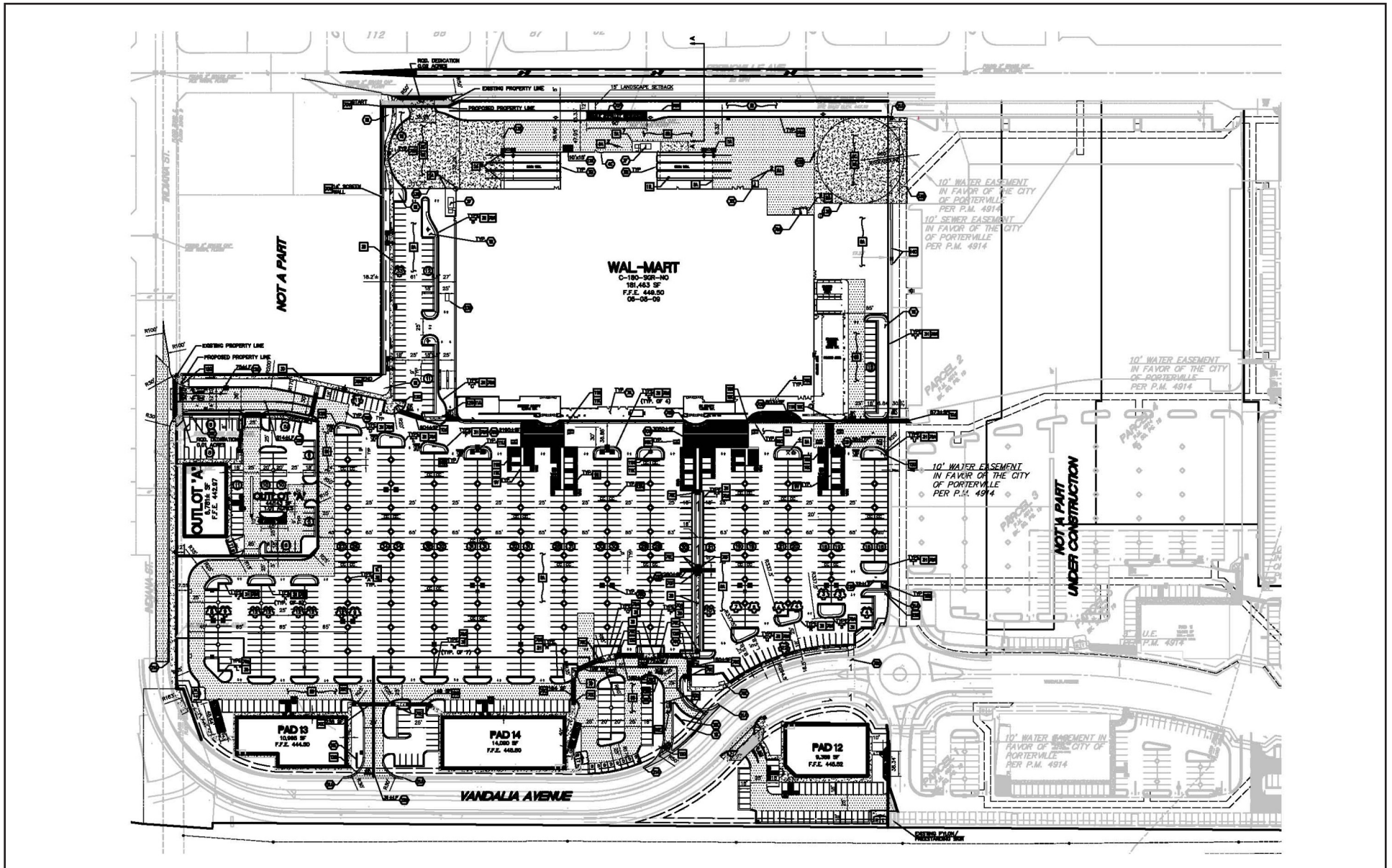


Source: NAIP Aerial Imagery, 2014.



Exhibit 1-2 Local Vicinity Map Aerial Base

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Source: CEI Engineering Associates, Inc. (September 1, 2009).



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Exhibit 1-3 Site Plan

CITY OF PORTERVILLE • RIVERWALK PHASE II
PARTIAL RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT

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The changes made to the 2011 RDEIR by this partial recirculation are described in detail in Section 1.4, Summary of Changes.

1.4 - Summary of Changes

The PRDEIR includes a new GHG analysis section that replaces the GHG discussion in Section 5.1 Air Quality of the RDEIR. The GHG modeling included in the RDEIR has been replaced by the Greenhouse Gas Analysis Report provided as Appendix A of the PRDEIR. No changes in significance findings or mitigation measures were required. No other analysis sections or findings of the RDEIR were revised.

1.5 - Public Review of the Partial Recirculated Draft EIR

The City of Porterville is circulating the Riverwalk Marketplace Phase II Project Partial Recirculated Draft EIR for greater than the statutory 45-day review period. Public review extends from November 18, 2015, through January 8, 2016. Notice of Availability of the PRDEIR for public review was published in the Porterville Recorder newspaper on November 18, 2015.

The City of Porterville has filed a Notice of Completion (NOC) with the State Office of Planning and Research to begin the public review period (Public Resources Code, Section 21161). Concurrent with the NOC, this PRDEIR has been distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties, as well as all parties requesting a copy of the PRDEIR in accordance with Public Resources Code 21092(b)(3). During the public review period, this PRDEIR, including the technical appendices, is available for review at the City of Porterville's website, www.ci.porterville.ca.us; the Community Development Department; and the public library at the following locations:

City of Porterville Community
Development Department
291 Main Street
Porterville, CA 93257

Porterville City Library
41 West Thurman Avenue
Porterville, CA 93257

Pursuant to Section 15088.5, the City is recirculating this PRDEIR and will respond to written public comments on it. The remainder of the 2011 RDEIR has not been altered, and the Tulare Superior Court rejected all other prior challenges to its legal adequacy. Accordingly, and consistent with CEQA Guidelines Section 15088.5, the City will provide only a written response to comments received during the public review period on the PRDEIR, which is solely limited to the topical issue of the project's GHG emissions. Comments regarding the adequacy of the 2011 RDEIR or other environmental issue areas will not receive a written response.

The City will prepare a Final EIR following the closure of the 45-day public comment period that will include written responses to public comments received on the PRDEIR during the 45-day public review period. Written comments on the PRDEIR should be submitted before close of the public comment period to the City of Porterville at the following address:

Jennifer Byers, Community Development Director
City of Porterville
Community Development Department
291 North Main Street
Porterville, California 93257
559.782.7460
jbyers@ci.porterville.ca.us

SECTION 2: GREENHOUSE GAS EMISSIONS

This section provides a new greenhouse gas (GHG) analysis that replaces the GHG discussion contained in the February 2011 Revised Draft Environmental Impact Report (RDEIR) in its entirety. The RDEIR included a discussion of greenhouse gas impacts within Section 5.1, Air Quality. This PRDEIR is limited to the single issue of greenhouse gas impacts identified by the Court of Appeal Opinion dated September 3, 2014; therefore, a single revised section devoted to the analysis of the project's GHG emissions was prepared in order to comply with the Court's ruling. Since the RDEIR was prepared in 2011, new modeling tools have been released, new emission factors are available, and new and amended regulations have been adopted to address greenhouse gas emissions. The analysis contained herein incorporates this new information, which was not previously available.

This section provides the environmental and regulatory setting for GHG emissions and potential effects of the project on climate change. The section also provides the results of an analysis that compares project emissions under a business as usual (BAU) scenario with emissions accounting for adopted regulations that would apply to the project, as well as design features. The analysis also measures the project's consistency with California emission reduction targets set forth in Assembly Bill (AB) 32. The August 11, 2015 Porterville Riverwalk Phase II Greenhouse Gas Analysis Report (GHG Analysis) prepared for the project includes detailed descriptions and analysis of project emissions, and provides the basis for this section. The GHG Analysis with associated modeling results is included in this Draft PRDEIR as Appendix A.

2.1 - Environmental Setting

2.1.1 - Introduction

Climate change is a change in the average weather of the earth that is measured by alterations in wind patterns, storms, precipitation, and temperature. These changes are assessed using historical records of temperature changes occurring in the past, such as during previous ice ages. Many of the concerns regarding climate change use this data to extrapolate a level of statistical significance specifically focusing on temperature records from the last 150 years (the Industrial Age) that differ from previous climate changes in rate and magnitude.

The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. In its Fourth Assessment Report, the IPCC predicted that the global mean temperature change from 1990 to 2100, given six scenarios, could range from 1.1 degrees Celsius (°C) to 6.4°C. Regardless of analytical methodology, global average temperatures and sea levels are expected to rise under all scenarios (IPCC 2007a). The report also concluded that “[w]arming of the climate system is unequivocal,” and that “[m]ost of the observed increase in global average temperatures since the mid-20th century is very likely due to the observed increase in anthropogenic greenhouse gas concentrations.”

An individual project such as Porterville Riverwalk Phase II cannot generate enough GHG emissions to effect a discernible change in global climate. However, the project participates in the potential for global climate change by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on global climate change.

2.1.2 - Consequences of Climate Change in California

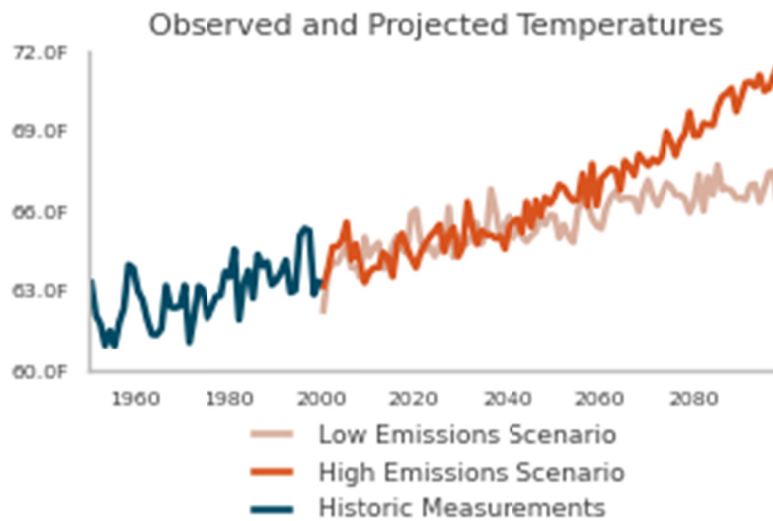
In California, climate change may result in consequences such as the following from the California Climate Change Center (CCCC [2006] and Moser 2009):

- A reduction in the quality and supply of water from the Sierra snowpack. If heat-trapping emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. This can lead to challenges in securing adequate water supplies. It can also lead to a potential reduction in hydropower.
- Increased risk of large wildfires. If rain increases as temperatures rise, wildfires in the grasslands and chaparral ecosystems of southern California are estimated to increase by approximately 30 percent toward the end of the 21st century because more winter rain will stimulate the growth of more plant “fuel” available to burn in the fall. In contrast, a hotter, drier climate could promote up to 90 percent more northern California fires by the end of the century by drying out and increasing the flammability of forest vegetation.
- Reductions in the quality and quantity of certain agricultural products. The crops and products likely to be adversely affected include wine grapes, fruit, nuts, and milk.
- Exacerbation of air quality problems. If temperatures rise to the medium warming range, there could be 75 to 85 percent more days with weather conducive to ozone formation in Los Angeles and the San Joaquin Valley, relative to today’s conditions. This is more than twice the increase expected if rising temperatures remain in the lower warming range. This increase in air quality problems could result in an increase in asthma and other health-related problems.
- A rise in sea levels resulting in the displacement of coastal businesses and residences. During the past century, sea levels along California’s coast have risen about seven inches. If emissions continue unabated and temperatures rise into the higher anticipated warming range, sea level is expected to rise an additional 22 to 35 inches by the end of the century. Elevations of this magnitude would inundate coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.
- An increase in temperature and extreme weather events. Climate change is expected to lead to increases in the frequency, intensity, and duration of extreme heat events and heat waves in California. More heat waves can exacerbate chronic disease or heat-related illness.
- A decrease in the health and productivity of California’s forests. Climate change can cause an increase in wildfires, an enhanced insect population, and establishment of non-native species.

Consequences of Climate Change in the Porterville Area

Figure 2-1 provides a chart of measured historical and projected annual average temperatures in the Porterville area. As shown in the figure, temperatures are expected to rise in both the low and high GHG emissions scenarios. The results indicate that temperatures are predicted to increase by 3.9 degrees Fahrenheit (°F) under the low emission scenario and 6.8°F under the high emissions scenario between a baseline time period (1961–1990) and an end-of-century period (2070–2090) (CalAdapt 2015).

Figure 2-1: Observed and Projected Temperatures for Climate Change in the Porterville Area



Source: CalAdapt 2015

Water Supply

Climate change may result in reduced Sierra Nevada snowpack that could affect water supply. The City of Porterville Department of Public Works would provide water for the project. The City of Porterville 2010 Urban Water Management Plan 2014 Update (UWMP) considers the impacts of growth, including the Porterville Marketplace Project on water supply and includes water shortage contingency plans during dry years and multiple dry years that would be implemented when drought conditions occur (Porterville 2014).

Wildfires

The project site is located within an urban area with limited fuels that would be subject to a wildfire.

Foothill and Mountain Areas

The nearest foothill open space subject to wildfire is located at the urban interface approximately 3 miles east of project site. The potential for increased temperatures and drought conditions due to climate change and the availability of fuel would result in increased risk from wildfire in those areas, but not at the project site.

Greenhouse Gases

Gases that trap heat in the atmosphere are referred to as GHGs. The effect of these trapped gases is analogous to the way a greenhouse retains heat; thus, the presence of GHGs in the atmosphere affects the earth's temperature. Common GHGs include water vapor, CO₂, CH₄, oxides of nitrogen (NO_x), chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. GHGs are emitted by both natural processes and human activities. However, it is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of GHGs in the atmosphere beyond the level of naturally occurring concentrations.

Certain gases in the atmosphere block heat from escaping. Long-lived gases that remain semi-permanently in the atmosphere and do not respond physically or chemically to changes in temperature are described as “forcing” climate change. Gases such as water vapor that respond physically or chemically to changes in temperature are seen as “feedbacks” (NASA 2015a).

The global warming potential is the potential of a gas or aerosol to trap heat in the atmosphere. Individual GHG compounds have varying global warming potential and atmospheric lifetimes. CO₂, the reference gas for global warming potential, has a global warming potential of one. The global warming potential of a GHG is a measure of how much a given mass of a GHG is estimated to contribute to global warming. To describe how much global warming a given type and amount of GHG may cause, the carbon dioxide equivalent is used. The calculation of the carbon dioxide equivalent is a consistent methodology for comparing GHG emissions since it normalizes various GHG emissions to a consistent reference gas, CO₂. For example, CH₄'s warming potential of 21 indicates that CH₄ has 21 times greater warming effect than CO₂ on a molecule-per-molecule basis. A carbon dioxide equivalent is the mass emissions of an individual GHG multiplied by its global warming potential. GHGs defined by AB 32 (see the Climate Change Regulatory Environment Section 2.2 of this PRDEIR for a description of AB 32) include CO₂, CH₄, NO_x, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. A seventh GHG, nitrogen trifluoride (NF₃), was recently added to Health and Safety Code section 38505(g)(7) as a GHG of concern. These GHGs are all described in Table 2-1.

Table 2-1: Description of Greenhouse Gases

Greenhouse Gas	Description and Physical Properties	Sources
Nitrous oxide	Nitrous oxide (laughing gas) is a colorless GHG. It has a lifetime of 114 years. Its global warming potential is 310.	Microbial processes in soil and water, fuel combustion, and industrial processes.
Methane	Methane is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years. Its global warming potential is 21.	Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Table 2-1 (cont.): Description of Greenhouse Gases

Greenhouse Gas	Description and Physical Properties	Sources
Carbon dioxide	Carbon dioxide (CO ₂) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. The concentration in 2005 was 379 parts per million (ppm), which is an increase of about 1.4 ppm per year since 1960.	Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood.
Chlorofluorocarbons	These are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). Global warming potentials range from 3,800 to 8,100.	Chlorofluorocarbons were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. They destroy stratospheric ozone. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987.
Hydrofluorocarbons	Hydrofluorocarbons are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Global warming potentials range from 140 to 11,700.	Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.
Perfluorocarbons	Perfluorocarbons have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Global warming potentials range from 6,500 to 9,200.	Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.
Sulfur hexafluoride	Sulfur hexafluoride (SF ₆) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. It has a high global warming potential, 23,900.	This gas is man-made and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.
Nitrogen trifluoride	Nitrogen trifluoride (NF ₃) was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. It has a high global warming potential of 17,200	This gas is used in electronics manufacture for semiconductors and liquid crystal displays.
Sources: Compiled from a variety of sources, primarily Intergovernmental Panel on Climate Change 2007a and 2007b.		

The State has begun the process of addressing pollutants referred to as short-lived climate pollutants. According to ARB, short-lived climate pollutants are powerful climate forcers that remain in the atmosphere for a much shorter period of time than longer-lived climate pollutants, such as carbon dioxide (CO₂). Their relative potency, when measured in terms of how they heat the

atmosphere, can be tens, hundreds, or even thousands of times greater than that of CO₂. Reducing these emissions can make an immediate beneficial impact on climate change (ARB 2015a). Senate Bill 605, approved by the Governor on September 14, 2014 requires the ARB to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants by January 1, 2016. ARB will complete an emission inventory of these pollutants, identify research needs, identify existing and potential new control measures that offer co-benefits, and coordinate with other state agencies and districts to develop measures.

The short-lived climate pollutants include three main components: black carbon, fluorinated gases, and methane. Fluorinated gases and methane are described in Table 2-1 and are already included in the California GHG inventory. Black carbon has not been included in past GHG inventories; however, ARB will include it in its comprehensive strategy (ARB 2015a).

Ozone is another short-lived climate pollutant that will be part of the strategy. Ozone affects evaporation rates, cloud formation, and precipitation levels. Ozone is not directly emitted so its precursor emissions—volatile organic compounds (VOC) and oxides of nitrogen (NO_x) on a regional scale and CH₄ on a hemispheric scale—will be subject of the strategy (ARB 2015b).

Black carbon is a component of fine particulate matter. Black carbon is formed by incomplete combustion of fossil fuels, biofuels, and biomass. Sources of black carbon within a jurisdiction may include exhaust from diesel trucks, vehicles, and equipment, as well as smoke from biogenic combustion. Biogenic combustion sources of black carbon include the burning of biofuels used for transportation, the burning of biomass for electricity generation and heating, prescribed burning of agricultural residue, and natural and unnatural wildfires. Black carbon is not a gas but an aerosol; it comprises particles or liquid droplets suspended in air. Black carbon only remains in the atmosphere for days to weeks, in contrast to other GHGs that can remain in the atmosphere for years. Black carbon can be deposited on snow, where it absorbs sunlight, reduces sunlight reflectivity, and hastens snowmelt. Direct effects include absorption of incoming and outgoing radiation; indirectly, black carbon can also affect cloud reflectivity, precipitation, and surface dimming (cooling).

Global warming potentials for black carbon were not defined by the IPCC in its Fourth Assessment Report. The ARB has identified a global warming potential of 3,200 using a 20 year time horizon and 900 using a 100 year time horizon from the IPCC Fifth Assessment. Sources of black carbon are already regulated by ARB, and by air district criteria pollutant and toxic regulations that control fine particulate emissions from diesel engines and other combustion sources (ARB 2015). Additional controls on the sources of black carbon specifically for their GHG impacts beyond those required for toxic and fine particulates are not likely to be needed.

Water vapor is also considered a GHG. Water vapor is an important component of our climate system and is not regulated. Increasing water vapor leads to warmer temperatures, which causes more water vapor to be absorbed into the air. Warming and water absorption increase in a spiraling cycle. Water vapor feedback can also amplify the warming effect of other greenhouse gases, such that the warming brought about by increased carbon dioxide allows more water vapor to enter the atmosphere (NASA 2015b).

Human Health Effects of GHG Emissions

The U.S. Global Change Research Program in its report, *Global Climate Change Impacts in the U.S.* (2009), has analyzed the degree to which climate change could impact public health.

Potential effects of climate change on public health include:

- **Direct Temperature Effects:** Climate change may directly affect human health through increases in average temperatures, which are predicted to increase the incidence of extreme heat and heat waves.
- **Extreme Events:** Climate change may affect the frequency and severity of extreme weather events, such as hurricanes and extreme heat and floods, which can be destructive to human health and well-being.
- **Climate-Sensitive Diseases:** Climate change may increase the risk of some infectious diseases, particularly those diseases that appear in warm areas and are spread by mosquitoes and other insects, such as malaria, dengue fever, yellow fever, and encephalitis.
- **Air Quality:** Respiratory disorders may be exacerbated by warming-induced increases in the frequency of smog (ground-level ozone) events and particulate air pollution (EPA 2009a).

Although there could be health effects resulting from changes in the climate and the consequences that can occur, inhalation of GHGs at levels currently in the atmosphere would not result in adverse health effects, with the exception of ozone and aerosols (particulate matter). The potential health effects of ozone and particulate matter are discussed in criteria pollutant analyses and are separately regulated. At very high indoor concentrations (not at levels existing outside), CO₂, CH₄, sulfur hexafluoride, and some chlorofluorocarbons can cause suffocation as the gases can displace oxygen. For example, outdoor concentrations of CO₂ are about 300 ppm and the Occupational Safety and Health Administration (OSHA) reference exposure level (REL) is a time weighted average of 5,000 ppm for an 8-hour work shift (CDC 2010 and OSHA 2003).

Greenhouse Gas Emissions Inventories

Global GHG Emission Inventory

An emissions inventory is a database that lists, by source, the amount of air pollutants discharged into the atmosphere of a geographic area during a given time period. Emissions worldwide were approximately 43,286 million metric tons of carbon dioxide equivalents (MMTCO₂e) in 2012. As shown in Figure 2-2, China was the largest GHG emitter with over 10 billion metric tons of CO₂e, and the United States was the second largest GHG emitter with over 6 billion metric tons of CO₂e (WRI 2014).

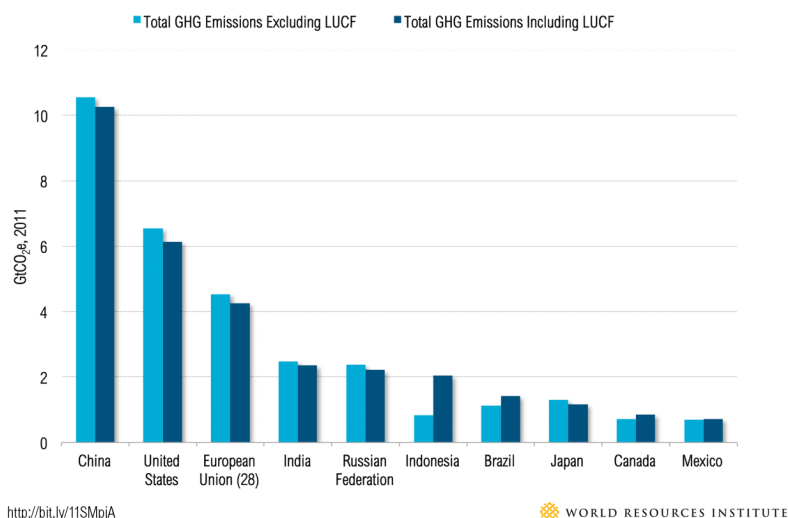
Figure 2-2: GHG Emissions by the World's Top 10 Emitters**Top 10 Emitters****State GHG Emission Inventory**

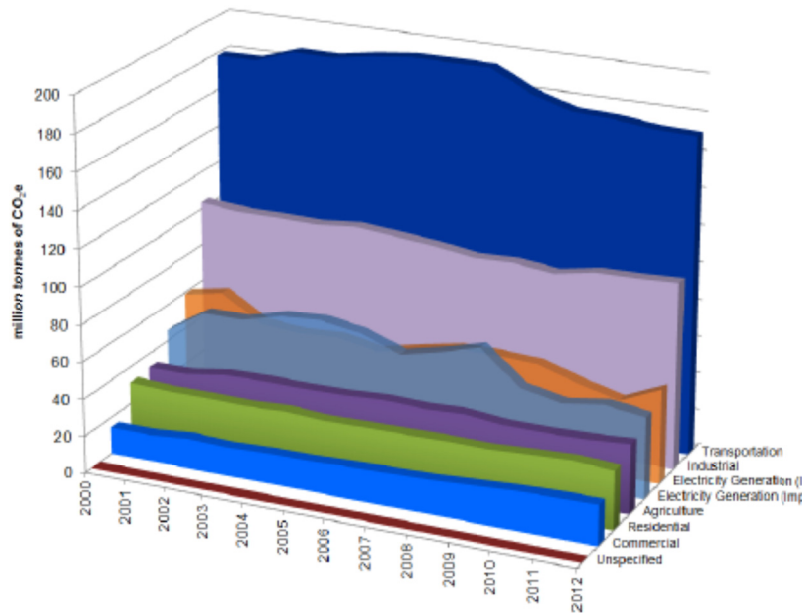
Table 2-2 and Figure 2-3 show the contributors of GHG emissions in California between years 2000 and 2012 by economic sector. The main contributor was transportation. The second highest sector was industrial, which includes sources from refineries, general fuel use, oil and gas extraction, cement plants, and cogeneration heat output. ARB reported that California's GHG emissions inventory was 461 MMTCO₂e in 2012 (ARB 2014b). California's inventory comprises about 8 percent of the national inventory and one percent of the global inventory.

Table 2-2: California Greenhouse Gas Emissions Inventory by Sector

Sector	Emissions (Million MTCO ₂ e per Year)						
	2000	2002	2004	2006	2008	2010	2012
Electricity Generation (In State)	59.19	49.88	49.34	50.05	54.49	46.87	51.18
Electricity Generation (Imports)	45.99	59.07	66.15	54.76	65.91	43.67	44.15
Transportation	178.12	185.72	189.32	191.74	180.93	173.70	170.85
Industrial	105.40	105.33	106.57	103.26	101.12	102.70	103.87
Commercial	14.95	17.08	17.08	17.90	19.00	21.57	22.42
Residential	31.82	31.07	31.67	30.79	31.30	32.19	31.15
Agriculture & Forestry	32.10	34.07	34.34	36.30	36.48	34.50	36.43
Not Specified	1.20	0.94	0.87	0.89	0.85	0.82	0.78
Total	468.8	483.2	495.3	485.7	490.1	456.0	460.8

Source: ARB 2014a.

Figure 2-3: Greenhouse Gas Emission Trends by Sector in California



Source: ARB 2014b.

Local GHG Emission Inventory

The City of Porterville has not developed a GHG inventory for community emissions. The project site is currently vacant. Existing emissions at the project site are limited to activities related to weed control. There are no trees onsite that would sequester CO₂ emissions. Therefore, for the purposes of this analysis, existing GHG emissions at the project site are assumed to be zero, and all activities related to the project are considered potential increases in GHG emissions.

2.2 - Regulatory Setting

2.2.1 - International

International organizations such as the ones discussed below have made substantial efforts to reduce GHGs. Preventing human induced climate change will require the participation of all nations in solutions to address the issue.

Intergovernmental Panel on Climate Change (IPCC). In 1988, the United Nations and the World Meteorological Organization established the IPCC to assess the scientific, technical and socio economic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation.

United Nations Framework Convention on Climate Change (Convention). On March 21, 1994, the United States joined a number of countries around the world in signing the Convention. Under the Convention, governments gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change.

Kyoto Protocol. The Kyoto Protocol is an international agreement linked to the United Nations Framework Convention on Climate Change. The major feature of the Kyoto Protocol is that it sets binding targets for 37 industrialized countries and the European community for reducing GHG emissions an average of 5 percent against 1990 levels over the five-year period 2008–2012. The Convention (as discussed above) encouraged industrialized countries to stabilize emissions; however, the Protocol commits them to do so. Developed countries have contributed more emissions over the last 150 years; therefore, the Protocol places a heavier burden on developed nations under the principle of “common but differentiated responsibilities.”

In 2001, President George W. Bush indicated that he would not submit the treaty to the U.S. Senate for ratification, which effectively ended American involvement in the Kyoto Protocol. In December 2009, international leaders met in Copenhagen to address the future of international climate change commitments post-Kyoto. No binding agreement was reached in Copenhagen; however, the Committee identified the long-term goal of limiting the maximum global average temperature increase to no more than 2°C above pre-industrial levels, subject to a review in 2015. The UN Climate Change Committee held additional meetings in Durban, South Africa in November 2011; Doha, Qatar in November 2012; and Warsaw, Poland in November 2013. The meetings are gradually gaining consensus among participants on individual climate change issues.

On September 23, 2014, more than 100 heads of state and government, and leaders from the private sector and civil society met at the Climate Summit in New York hosted by the United Nations. At the Climate Summit, heads of government, business and civil society announced actions in areas that would have the greatest impact on reducing emissions, including climate finance, energy, transport, industry, agriculture, cities, forests, and building resilience. Government leaders also committed to reach an ambitious and universal climate agreement for adoption in a meeting scheduled in Paris for December 2015 and pledged to work under the UN Framework Convention on Climate Change to reach it.

2.2.2 - Federal Regulations

Prior to the last decade, there were no concrete federal regulations of GHGs or major planning for climate change adaptation. Since then, federal activity has increased. The following are actions regarding the federal government, GHGs, and fuel efficiency.

Greenhouse Gas Endangerment. In *Massachusetts v. EPA* (Supreme Court Case 05-1120), decided on April 2, 2007, the Supreme Court found that four GHGs, including CO₂, are air pollutants subject to regulation under Section 202(a)(1) of the Clean Air Act. The Court held that the EPA Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the Clean Air Act:

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases—carbon dioxide, methane, nitrous oxide,

hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations.

- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to greenhouse gas pollution, which threatens public health and welfare.

These findings do not impose requirements on industry or other entities. However, the findings were a prerequisite for implementing GHG emissions standards for vehicles, as discussed in the section “Clean Vehicles” below. After a lengthy legal challenge, the U.S. Supreme Court declined to review an Appeals Court ruling that upheld the EPA Administrator findings (EPA 2009b).

Clean Vehicles. Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the United States. On April 1, 2010, the EPA and the Department of Transportation’s National Highway Safety Administration announced a joint final rule establishing a national program that would reduce GHG emissions and improve fuel economy for new cars and trucks sold in the United States.

The first phase of the national program applies to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of CO₂ per mile, equivalent to 35.5 miles per gallon if the automobile industry were to meet this CO₂ level solely through fuel economy improvements. Together, these standards would cut CO₂ emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012–2016). The EPA and the National Highway Safety Administration issued final rules on a second-phase joint rulemaking establishing national standards for light-duty vehicles for model years 2017 through 2025 in August 2012 (EPA 2012). The new standards for model years 2017 through 2025 apply to passenger cars, light-duty trucks, and medium duty passenger vehicles. The final standards are projected to result in an average industry fleetwide level of 163 grams/mile of CO₂ in model year 2025, which is equivalent to 54.5 miles per gallon (mpg) if achieved exclusively through fuel economy improvements.

The EPA and the U.S. Department of Transportation issued final rules for the first national standards to reduce GHG emissions and improve fuel efficiency of heavy-duty trucks and buses on September 15, 2011, effective November 14, 2011. For combination tractors, the agencies proposed engine and vehicle standards that began in the 2014 model year and achieve up to a 20-percent reduction in CO₂ emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies proposed separate gasoline and diesel truck standards, which phased in beginning in the 2014 model year and achieve up to a 10-percent reduction for gasoline vehicles and a 15-percent reduction for diesel vehicles by the 2018 model year (12 and 17 percent respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles, the engine and vehicle standards would achieve up to a 10-percent reduction in fuel consumption and CO₂ emissions from the 2014 to 2018 model years.

Mandatory Reporting of Greenhouse Gases. The Consolidated Appropriations Act of 2008, passed in December 2007, requires the establishment of mandatory GHG reporting requirements. On September 22, 2009, the EPA issued the Final Mandatory Reporting of Greenhouse Gases Rule. The rule requires reporting of GHG emissions from large sources and suppliers in the United States, and is intended to collect accurate and timely emissions data to inform future policy decisions. Under the rule, suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions are required to submit annual reports to the EPA.

New Source Review. The EPA issued a final rule on May 13, 2010 that establishes thresholds for GHGs that define when permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities. This final rule “tailors” the requirements of these Clean Air Act permitting programs to limit which facilities will be required to obtain Prevention of Significant Deterioration and Title V permits. In the preamble to the revisions to the Federal Code of Regulations, EPA states:

This rulemaking is necessary because without it the Prevention of Significant Deterioration and Title V requirements would apply, as of January 2, 2011, at the 100 or 250 tons per year levels provided under the Clean Air Act, greatly increasing the number of required permits, imposing undue costs on small sources, overwhelming the resources of permitting authorities, and severely impairing the functioning of the programs. EPA is relieving these resource burdens by phasing in the applicability of these programs to greenhouse gas sources, starting with the largest greenhouse gas emitters. This rule establishes two initial steps of the phase-in. The rule also commits the agency to take certain actions on future steps addressing smaller sources, but excludes certain smaller sources from Prevention of Significant Deterioration and Title V permitting for greenhouse gas emissions until at least April 30, 2016 (EPA 2010).

EPA estimates that facilities responsible for nearly 70 percent of the national GHG emissions from stationary sources will be subject to permitting requirements under this rule. This includes the nation’s largest GHG emitters—power plants, refineries, and cement production facilities.

Standards of Performance for Greenhouse Gas Emissions for New Stationary Sources: Electric Utility Generating Units. As required by a settlement agreement, the EPA proposed new performance standards for emissions of CO₂ for new affected fossil fuel-fired electric utility generating units on March 27, 2012. New sources greater than 25 megawatts would be required to meet an output based standard of 1,000 pounds of CO₂ per megawatt-hour, based on the performance of widely used natural gas combined cycle technology.

Cap and Trade. Cap and trade refers to a policy tool where emissions are limited to a certain amount and can be traded, or provides flexibility on how the emitter can comply. Successful examples in the United States include the Acid Rain Program and the NO_x Budget Trading Program in the northeast. There is no federal cap and trade program currently; however, some states have joined to create initiatives to provide a mechanism for cap and trade.

The Regional Greenhouse Gas Initiative is an effort to reduce GHGs among the states of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New York, Rhode Island, and Vermont. Each state caps CO₂ emissions from power plants, auctions CO₂ emission allowances, and invests the proceeds in strategic energy programs that further reduce emissions, save consumers money, create jobs, and build a clean energy economy. The Initiative began in 2008.

The Western Climate Initiative partner jurisdictions have developed a comprehensive initiative to reduce regional GHG emissions to 15 percent below 2005 levels by 2020. The partners were originally California, British Columbia, Manitoba, Ontario, and Quebec. However, Manitoba and Ontario are not currently participating. California linked with Quebec's cap and trade system January 1, 2014 and joint offset auctions have taken place in 2015 (C2ES 2015).

2.2.3 - State of California

Legislative Actions to Reduce GHGs

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark AB 32 California Global Warming Solutions Act of 2006, was specifically enacted to address GHG emissions. Other legislation such as Title 24 and Title 20 energy standards were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

AB 32. The California State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 was signed by Governor Arnold Schwarzenegger on September 27, 2006. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. "Greenhouse gases" as defined under AB 32 include CO₂, CH₄, NO_x, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Since AB 32 was enacted, a seventh chemical, nitrogen trifluoride, has also been added to the list of GHGs. The ARB is the state agency charged with monitoring and regulating sources of GHGs in California. AB 32 Findings and Declarations states the following:

Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

The ARB approved the 1990 GHG emissions level of 427 MMTCO₂e on December 6, 2007 (ARB 2007). Therefore, to meet the State's target, emissions generated in California in 2020 are required to be equal to or less than 427 MMTCO₂e. If emissions were permitted to grow at projected rates without regulatory reductions, emissions were estimated to be at 596 MMTCO₂e in 2020. The emissions that would occur in 2020 if the average baseline emissions during the 2002–2004 period were permitted to grow to 2020 levels, without control, are referred to as a BAU scenario (ARB

2008). At that rate, a 28.3 percent reduction was required to achieve the 427 MMTCO₂e 1990 inventory. In October 2010, ARB prepared an updated 2020 forecast to account for the effects of the 2008 recession and slower forecasted growth. The 2020 inventory without the benefits of adopted regulation is now estimated at 545 MMTCO₂e. Therefore, under the updated forecast, a 21.7 percent reduction from BAU is required to achieve 1990 levels (ARB 2010).

Progress in Achieving AB 32 Targets and Remaining Reductions Required

The bullets below show the average reductions needed from all statewide sources (including all existing sources) to reduce GHG emissions back to 1990 levels to achieve the AB 32 target. The State has made steady progress in implementing AB 32, including achieving the Executive Order S-3-05 target for 2010 of reducing GHG emissions to 2000 levels. The progress is illustrated in state emission inventories for 2000 through 2012 shown in Table 2-2 (ARB 2014a).

- 1990: 427 MMTCO₂e (AB 32 2020 Target)
- 2000: 463 MMTCO₂e (an average 8-percent reduction from 2000 emissions needed to achieve 1990 base)
- 2010: 450 MMTCO₂e (an average 5-percent reduction from 2010 emissions needed to achieve 1990 base)

As described earlier in this section, ARB revised the 2020 BAU inventory forecast to account for new lower growth projections, which resulted in a new lower reduction from BAU to achieve the 1990 base. The previous reduction from 2020 BAU needed to achieve 1990 levels was 28.3 percent and the latest reduction from 2020 BAU is 21.7 percent.

- 2020: 545 MMTCO₂e BAU forecast (an average 21.7-percent reduction from 2020 BAU needed to achieve 1990 base)

ARB Scoping Plan. The ARB's Climate Change Scoping Plan (Scoping Plan) contains measures designed to reduce the State's emissions to 1990 levels by the year 2020 to achieve the reduction targets established by AB 32 (ARB 2008). The Scoping Plan identifies recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target. Each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors. As stated in the Scoping Plan, the key elements of the strategy for achieving the 2020 GHG target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets;

- Adopting and implementing measures pursuant to existing State laws and policies, including California’s clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State’s long-term commitment to AB 32 implementation.

In addition, the Scoping Plan differentiates between “capped” and “uncapped” strategies. Capped strategies are subject to the proposed cap-and-trade program. The Scoping Plan states that the inclusion of these emissions within the cap-and-trade program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in the emission reduction estimates for any individual measure. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. Uncapped strategies that will not be subject to the cap-and-trade emissions caps and requirements are provided as a margin of safety by accounting for additional GHG emission reductions (ARB 2008).

The ARB approved the First Update to the Scoping Plan (Update) on May 22, 2014. The Update identifies the next steps for California’s climate change strategy. The Update shows how California continues on its path to meet the near-term 2020 GHG limit, but also sets a path toward long-term, deep GHG emission reductions. The report establishes a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050. The Update identifies progress made to meet the near-term objectives of AB 32 and defines California’s climate change priorities and activities for the next several years. The Update does not set new targets for the State, but describes a path that would achieve the long term 2050 goal of Executive Order S-05-03 for emissions to decline to 80 percent below 1990 levels by 2050.

The ARB has no legislative mandate to set a target beyond the 2020 target from AB 32 or to adopt additional regulations to achieve a post-2020 target. The Update estimates that reductions averaging 5.2 percent per year would be required after 2020 to achieve the 2050 goal. With no estimate of future reduction commitments from the State, identifying a feasible strategy including plans and measures to be adopted by local jurisdictions, is not currently possible (ARB 2014b).

Cap and Trade Program. The Cap and Trade Program is a key element of the Scoping Plan. It sets a statewide limit on sources responsible for 85 percent of California’s greenhouse gas emissions, and establishes a price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy. The program is designed to provide covered entities the flexibility to seek out and implement the lowest cost options to reduce emissions. The program conducted its first auction in November 2012. Compliance obligations began for power plants and large industrial sources in January 2013. Other significant milestones include linkage to Quebec’s cap and trade system in January 2014 and starting the compliance obligation for distributors of transportation fuels, natural gas, and other fuels in January 2015 (ARB 2015c).

SB 375 - the Sustainable Communities and Climate Protection Act of 2008. Senate Bill (SB) 375 was signed into law on September 30, 2008 by Governor Schwarzenegger. According to SB 375, the

transportation sector is the largest contributor of GHG emissions, which emits over 40 percent of the total GHG emissions in California. SB 375 states, “Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32.” SB 375 does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

Concerning CEQA, SB 375, as codified in Public Resources Code Section 21159.28, states that CEQA findings determinations for certain projects are not required to reference, describe, or discuss: (1) growth inducing impacts or (2) any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network if the project:

1. Is in an area with an approved sustainable communities strategy or an alternative planning strategy that the ARB accepts as achieving the greenhouse gas emission reduction targets;
2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies); and
3. Incorporates the mitigation measures required by an applicable prior environmental document.

Tulare County Association of Governments (TCAG) adopted the 2014 Regional Transportation Plan (RTP) and Sustainable Communities Strategy on June 30, 2014. The RTP describes the strategy to achieve the SB 375 targets for Tulare County of 5 percent reduction in emissions per capita by 2020, and 10 percent per capita by 2035. The primary tenet of the scenario is to increase the density of new housing development by 25 percent from baseline (2005) densities (TCAG 2014).

AB 1493 Pavley Regulations and Fuel Efficiency Standards. California AB 1493, signed by Governor Gray Davis on July 22, 2002, required the ARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA’s denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the by the U.S. District Court for the District of Columbia in 2011 (ARB 2013).

The standards are to be phased in during the 2009 through 2016 model years. When fully phased in, the near-term (2009–2012) standards will result in an approximately 22-percent reduction compared with the 2002 fleet, and the mid-term (2013–2016) standards will result in about a 30-percent reduction. Several technologies stand out as providing significant reductions in emissions at favorable costs. These include discrete variable valve lift or camless valve actuation to optimize valve operation rather than relying on fixed valve timing and lift as has historically been done; turbocharging to boost power and allow for engine downsizing; improved multi-speed transmissions; and improved air conditioning systems that operate optimally, leak less, and/or use an alternative refrigerant (ARB 2013).

The second phase of the implementation for the Pavley bill was incorporated into Amendments to the Low-Emission Vehicle Program referred to as LEV III or the Advanced Clean Cars Program. The

Advanced Clean Car Program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation is intended to reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The new rules are designed to reduce pollutants from gasoline and diesel-powered cars, and deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid electric vehicles and hydrogen fuel cell cars. The regulations are further intended to ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California (ARB 2011).

SB 1368 – Emission Performance Standards. In 2006, the State Legislature adopted SB 1368, which was subsequently signed into law by Governor Schwarzenegger. SB 1368 directs the California Public Utilities Commission to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. Because of the carbon content of its fuel source, a coal-fired plant cannot meet this standard because such plants emit roughly twice as much carbon as natural gas, combined cycle plants. Accordingly, the law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The California Public Utilities Commission adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, of 1,100 lbs CO₂ per megawatt-hour (MWh).

SB 1078 - Renewable Electricity Standards. On September 12, 2002, Governor Davis signed SB 1078 requiring California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Governor Schwarzenegger also directed the ARB (Executive Order S-21-09) to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020. The ARB Board approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23.

SBX 7-7 – The Water Conservation Act of 2009. The legislation directs urban retail water suppliers to set individual 2020 per capita water use targets and begin implementing conservation measures to achieve those goals. Meeting this statewide goal of 20 percent decrease in demand will result in a reduction of almost 2 million acre-feet in urban water use in 2020.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs through the use of Executive Orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05. Former California Governor Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following reduction targets for GHG emissions:

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

The State achieved the 2010 Executive Order S-3-05 target and is on track to achieve the 2020 target. The 2050 target currently has no legislative mandate or a Scoping Plan strategy to achieve the target. The 2014 First Update to the Scoping Plan lays a foundation for establishing a framework for achieving post-2020 targets, but has no mandate to implement a regulatory program as was authorized by AB 32 for the 2020 target.

Executive Order B-30-15. On April 29, 2015, Governor Jerry Brown issued an executive order to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor's executive order aligns California's GHG reduction targets with those of leading international governments ahead of the United Nations Climate Change Conference in Paris set for late 2015. The executive order sets a new interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050 and directs the ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of MMCO₂e. The executive order also requires the State's climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. As with Executive Order S-3-05, this executive order is not legally enforceable against local governments and the private sector. Legislation that would update AB 32 to make post 2020 targets and requirements a mandate is in process in the State Legislature.

Executive Order S-01-07 - Low Carbon Fuel Standard. Governor Schwarzenegger signed Executive Order S-01-07 on January 18, 2007. The order mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. In particular, the executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, the ARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. This analysis supporting development of the protocols was included in the State Implementation Plan for alternative fuels (State Alternative Fuels Plan adopted by California Energy Commission on December 24, 2007) and was submitted to ARB for consideration as an "early action" item under AB 32. The ARB adopted the Low Carbon Fuel Standard on April 23, 2009.

The Low Carbon Fuel Standard was subject to legal challenge in 2011. Ultimately, on August 8, 2013, the Fifth District Court of Appeal (California) ruled ARB failed to comply with CEQA and the Administrative Procedure Act (APA) when adopting regulations for Low Carbon Fuel Standards. In a partially published opinion, the Court of Appeal directed that Resolution 09-31 and two executive orders of ARB approving LCFS regulations promulgated to reduce GHG emissions be set aside. However, the court tailored its remedy to protect the public interest by allowing the LCFS regulations to remain operative while ARB complies with the procedural requirements it failed to satisfy.

To address the Court ruling, ARB was required to bring a new LCFS regulation to the Board for consideration in February 2015. The ARB held a first public hearing as required on February 19, 2015. The proposed LCFS regulation was required to contain revisions to the 2010 LCFS as well as new provisions designed to foster investments in the production of the low-carbon fuels, offer additional flexibility to regulated parties, update critical technical information, simplify and streamline program operations, and enhance enforcement. The second public hearing was held on September 24, 2015 and September 25, 2015 where the LCFS Regulation was adopted. The Final Rulemaking Package adopting the regulation was filed with Office of Administrative Law (OAL) on October 2, 2015. OAL has until November 16, 2015 to make a determination (ARB 2015d).

Executive Order S-13-08. Executive Order S-13-08 signed by Governor Schwarzenegger on November 14, 2008 states that “climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California’s economy, to the health and welfare of its population and to its natural resources.” Pursuant to the requirements in the order, the 2009 California Climate Adaptation Strategy (California Natural Resources Agency 2009) was adopted, which is the “. . . first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States.” Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California’s energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations. California Code of Regulations, Title 20: Division 2, Chapter 4, Article 4, Sections 1601-1608: Appliance Efficiency Regulations regulates the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non-federally regulated appliances. Twenty-three categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the State and those designed and sold exclusively for use in recreational vehicles or other mobile equipment (CEC 2012).

Title 24 Energy Efficiency Standards. California Code of Regulations, Title 24, Part 6: California’s Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The newest version of Title 24 was adopted by the California Energy Commission (CEC) on May 31, 2012. The standards became effective on July 1, 2014. The CEC is currently in the process of preparing the 2016 Building Energy Efficiency Standards that are scheduled to go into effect on January 1, 2016.

Title 24 California Green Building Standards Code. California Code of Regulations, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect January 1, 2011 administered by the California Building Standards Commission. The code is updated on a regular basis, with the most recent update consisting of the 2013 California Green Building Code Standards that became effective January 1, 2014. Local jurisdictions are permitted to adopt more stringent requirements, as state law provides methods for local enhancements. The Code recognizes that many jurisdictions have developed existing construction and demolition ordinances, and defers to them as the ruling guidance provided they establish a minimum 50-percent diversion requirement. The code also provides exemptions for areas not served by construction and demolition recycling infrastructure. The State Building Code provides the minimum standard that buildings must meet in order to be certified for occupancy, which is generally enforced by the local building official. The California Green Building Standards Code requires:

- **Short-term bicycle parking.** If a commercial project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- **Long-term bicycle parking.** For buildings with over 10 tenant-occupants, provide secure bicycle parking for 5 percent of tenant-occupied motorized vehicle parking capacity, with a minimum of one space (5.106.4.1.2).
- **Designated parking.** Provide designated parking in commercial projects for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles (5.106.5.2).
- **Recycling by occupants.** Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of nonhazardous materials for recycling (5.410.1).
- **Construction waste.** Establish a minimum 50-percent diversion of construction and demolition waste from landfills, increasing voluntarily to 65 percent for Tier 1 and 80 percent for Tier 2 for commercial projects (5.408.1, A5.408.3.1 [nonresidential]). All (100 percent) of trees, stumps, rocks and associated vegetation and soils resulting from land clearing shall be reused or recycled (5.408.3).
- **Wastewater reduction.** Each building shall reduce the generation of wastewater by one of the following methods:
 1. The installation of water-conserving fixtures or
 2. Using nonpotable water systems (5.303.4).
- **Water use savings.** 20-percent mandatory reduction in indoor water use with voluntary goal standards for 30, 35 and 40-percent reductions (5.303.2, A5303.2.3 [nonresidential]).
- **Water meters.** Separate water meters for buildings in excess of 50,000 square feet or buildings projected to consume more than 1,000 gallons per day (5.303.1).

- **Irrigation efficiency.** Moisture-sensing irrigation systems for larger landscaped areas (5.304.3).
- **Materials pollution control.** Low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring and particleboard (5.404).
- **Building commissioning.** Mandatory inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies (5.410.2).

Model Water Efficient Landscape Ordinance. The Model Water Efficient Landscape Ordinance (Ordinance) was required by AB 1881, the Water Conservation Act. The bill required local agencies to adopt a local landscape ordinance at least as effective in conserving water as the Model Ordinance by January 1, 2010. Reductions in water use of 20 percent consistent with (SBX-7-7) 2020 mandate are expected upon compliance with the ordinance. Governor Brown’s Drought Executive Order of April 1, 2015 (EO B-29-15) directed DWR to update the Ordinance through expedited regulation. The California Water Commission approved the revised Ordinance on July 15, 2015 effective December 15, 2015. New development projects that include landscape areas of 500 square feet or more are subject to the Ordinance. The update requires:

- More efficient irrigation systems
- Incentives for graywater usage
- Improvements in onsite stormwater capture
- Limiting the portion of landscapes that can be planted with high water use plants
- Reporting requirements for local agencies.

ARB Refrigerant Management Program. The ARB adopted a regulation in 2009 to reduce refrigerant GHG emissions from stationary sources through refrigerant leak detection and monitoring, leak repair, system retirement and retrofitting, reporting and recordkeeping, and proper refrigerant cylinder use, sale, and disposal. The regulation is set forth in sections 95380 to 95398 of Title 17, California Code of Regulations. The rules implementing the regulation establish a limit on statewide GHG emissions from stationary facilities with refrigeration systems with more than 50 pounds of a high GWP refrigerant. The refrigerant management program is designed to (1) reduce emissions of high-GWP GHG refrigerants from leaky stationary, non-residential refrigeration equipment; (2) reduce emissions from the installation and servicing of refrigeration and air-conditioning appliances using high-GWP refrigerants; and (3) verify GHG emission reductions.

SB 97 and the CEQA Guidelines Update. Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code. The code states “(a) On or before July 1, 2009, the Office of Planning and Research shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of GHG emissions or the effects of GHG emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the Office of Planning and Research pursuant to subdivision (a).” Section 21097 was also added to the

Public Resources Code, which provided an exemption until January 1, 2010 for transportation projects funded by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 or projects funded by the Disaster Preparedness and Flood Prevention Bond Act of 2006, stating that the failure to analyze adequately the effects of GHGs would not violate CEQA. The Natural Resources Agency completed the approval process and the amendments became effective on March 18, 2010 (2010 CEQA Amendments).

Pursuant to the 2010 CEQA Amendments, Section 15064.4(b) of the CEQA Guidelines provides direction for lead agencies for assessing the significance of impacts of GHG emissions:

- The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; or
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

The 2010 CEQA Amendments do not identify a threshold of significance for GHG emissions, nor do they prescribe assessment methodologies or specific mitigation measures. Instead, they call for a “good-faith effort, based on available information, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project.” The 2010 CEQA Amendments encourage lead agencies to consider many factors in performing a CEQA analysis and preserve lead agencies’ discretion to make their own determinations based upon substantial evidence. The 2010 CEQA Amendments also encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses.

Also amended were CEQA Guidelines Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts, respectively. GHG mitigation measures are referenced in general terms, but no specific measures are championed. The revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze GHG emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable. It does not, however, answer the question of when emissions should be deemed cumulatively considerable, nor does it provide a specific threshold of significance.

Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to Section 15183.5(b).

In addition, the amendments revised Appendix F of the CEQA Guidelines, which focuses on Energy Conservation. The sample environmental checklist in Appendix G was amended to include GHG questions.

Air District Regulations and Guidance

Climate Change Action Plan

On August 21, 2008, the SJVAPCD Governing Board approved a proposal called the Climate Change Action Plan (CCAP). The CCAP began with a public process bringing together stakeholders, land use agencies, environmental groups, and business groups to conduct public workshops to develop comprehensive policies for CEQA guidelines, a carbon exchange bank, and voluntary GHG emissions mitigation agreements for the Governing Board's consideration. The CCAP contains the following goals and actions:

Goals

1. Assist local land-use agencies with CEQA issues relative to projects with greenhouse gas emissions increases.
2. Assist Valley businesses in complying with mandates of AB 32.
3. Ensure that climate protection measures do not cause increases in toxic or criteria pollutants that adversely impact public health or environmental justice communities.

Actions

1. Authorize the Air Pollution Control Officer to develop greenhouse gas significance threshold(s) or other mechanisms to address CEQA projects with greenhouse gas emissions increases. Begin the requisite public process, including public workshops, and develop recommendations for Governing Board consideration in the spring of 2009.
2. Authorize the Air Pollution Control Officer to develop necessary regulations and instruments for establishment and administration of the San Joaquin Valley Carbon Exchange Bank for voluntary greenhouse gas reductions created in the Valley. Begin the requisite public process, including public workshops, and develop recommendations for Governing Board consideration in spring 2009.
3. Authorize the Air Pollution Control Officer to enhance the District's existing criteria pollutant emissions inventory reporting system to allow businesses subject to AB 32 emission reporting requirements to submit simultaneous streamlined reports to the District and the state of California with minimal duplication.
4. Authorize the Air Pollution Control Officer to develop and administer voluntary greenhouse gas emission reduction agreements to mitigate proposed greenhouse gas increases from new projects.
5. Direct the Air Pollution Control Officer to support climate protection measures that reduce greenhouse gas emissions as well as toxic and criteria pollutants. Oppose measures that

result in a significant increase in toxic or criteria pollutant emissions in already impacted areas.

On December 17, 2009, the SJVAPCD Governing Board adopted “Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA,” and the policy “District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency.” The SJVAPCD concluded that the existing science is inadequate to support quantification of the impacts that project-specific GHG emissions have on global climatic change. The SJVAPCD found that the effects of project-specific emissions may be cumulative, and without mitigation, their incremental contribution to global climatic change could be considered cumulatively considerable. The SJVAPCD found that this cumulative impact is best addressed by requiring all projects to reduce their GHG emissions, whether through project design elements or mitigation.

The SJVAPCD’s approach is intended to streamline the process of determining if project-specific GHG emissions would have a significant effect. Projects exempt from the requirements of CEQA, and projects complying with an approved plan or mitigation program, would be determined to have a less than significant cumulative impact. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources, and must have a certified final CEQA document.

For non-exempt projects, those projects for which there is not an applicable approved plan or program, or those projects not complying with an approved plan or program, the lead agency must evaluate the project against performance-based standards and would require the adoption of design elements, known as Best Performance Standards (BPS), to reduce GHG emissions. The BPS have not yet fully been established, though they must be designed to effect a 29-percent reduction when compared with the BAU projections identified in ARB’s AB 32 Scoping Plan.

The BPS thus would carry with them pre-quantified emissions reductions, eliminating the need for project-specific quantification. Therefore, projects incorporating BPS would not require specific quantification of GHG emissions, and automatically would be determined to have a less than significant cumulative impact for GHG emissions.

For stationary source permitting projects, BPS means, “The most stringent of the identified alternatives for control of GHG emissions, including type of equipment, design of equipment and operational and maintenance practices, which are achieved-in-practice for the identified service, operation, or emissions unit class.” The SJVAPCD has identified BPS for the following sources: boilers; dryers and dehydrators; oil and gas extraction, storage, transportation, and refining operations; cogeneration; gasoline dispensing facilities; volatile organic compound control technology; and steam generators.

For development projects, BPS means, “Any combination of identified GHG emission reduction measures, including project design elements and land use decisions that reduce project-specific GHG emission reductions by at least 29 percent compared with business as usual.”

Projects not incorporating BPS, or projects incorporating BPS for which the lead agency has determined an environmental impact report is required, are required to quantify GHG emissions and demonstrate that BAU GHG emissions have been reduced or mitigated by 29 percent. As stated earlier, the ARB's adjusted inventory reduced the amount required by the State to achieve 1990 emission levels from 29 percent to 21.7 percent to account for slower growth experienced since the 2008 recession. Therefore, this analysis could use a 21.7-percent threshold. However, it uses the 29-percent reduction threshold as a conservative approach.

San Joaquin Valley Carbon Exchange

The SJVAPCD initiated work on the San Joaquin Valley Carbon Exchange in November 2008. The purpose of the carbon exchange is to quantify, verify, and track voluntary GHG emissions reductions generated within the San Joaquin Valley. However, the SJVAPCD has since pursued an alternative strategy that incorporates the GHG emissions into its existing Rule 2301 – Emission Reduction Credit Offset Banking that formerly only addressed criteria pollutants. Rule 2301 replaces the San Joaquin Valley Carbon Exchange.

Rule 2301

Amendments to Rule 2301 to address GHG emission reduction credits were adopted on January 19, 2012. The purposes of the amendments to the rule include the following:

- 1) Provide an administrative mechanism for sources to bank voluntary GHG emission reductions for later use.
- 2) Provide an administrative mechanism for sources to transfer banked GHG emission reductions to others for any use.
- 3) Define eligibility standards, quantitative procedures, and administrative practices to ensure that banked GHG emission reductions are real, permanent, quantifiable, surplus, and enforceable.

The SJVAPCD is also participating with the California Air Pollution Control Officers Association (CAPCOA), of which it is a member, in the CAPCOA Greenhouse Gas Reduction Exchange (GHG Rx). The GHG Rx is operated cooperatively by air districts that have elected to participate. Participating districts have signed a Memorandum of Understanding with CAPCOA and agree to post only those credits that meet the Rx standards for quality. The objective is to provide a secure, low-cost, high-quality greenhouse gas exchange for credits created in California. The GHG Rx is intended to help fulfill compliance obligations, or mitigation needs of local projects subject to environmental review, reducing the uncertainty of using credits generated in distant locations. The SJVAPCD currently has no credits posted to the GHG Rx.

Local Policies and Regulations

The City of Porterville does not currently have formal GHG emissions reduction plans or recommended emissions thresholds for determining significance associated with GHG emissions from development projects.

General Plan

The City of Porterville adopted its 2030 General Plan on March 4, 2008. The 2030 General Plan includes the following applicable goals and policies related to improving air quality that may also co-benefit climate change impacts:

Land Use Element

- **LU-G-3:** Promote sustainability in the design and development of public and private development projects.
- **LU-G-11:** Foster strong, visually attractive regional commercial centers with a mix of tenants to serve both local and regional needs.
- **LU-I-20:** Establish standards for pedestrian-oriented design in neighborhood centers. Pedestrian-oriented design standards may include, but would not be limited to:
 - Limitations on maximum block length;
 - Minimum sidewalk width;
 - Required streetscape improvements, including street trees;
 - Building height and articulation;
 - Building setbacks;
 - Location of entries; and
 - Parking location and required landscaping.

The City also may provide additional incentives for projects that contribute to the pedestrian, bicycle and transit networks, and/or the open space network.

Circulation Element

- **C-G-3:** Make efficient use of existing transportation facilities and, through coordinated land use planning, strive to improve accessibility to shops, schools, parks and employment centers and reduce total vehicle miles traveled per household to minimize vehicle emissions and save energy.
- **C-I-2:** Require all new developments to provide right-of-way and improvements consistent with the General Plan street designations and City street section standards.
- **C-I-3:** Provide for greater street connectivity by:
 - Incorporating in subdivision regulations requirements for a minimum number of access points to existing local or collector streets for each development;
 - Encouraging roundabouts over signals, where feasible and appropriate;
 - Requiring the bicycle and pedestrian connections from cul-de-sacs to nearby public areas and main streets; and
 - Requiring new residential communities on undeveloped land planned for urban uses to provide stubs for future connections to the edge of the property line. Where stubs exist on adjacent properties, new streets within the development should connect to these stubs.
- **C-G-8:** Promote the use of public transit for daily trips to schools and work and for other purposes.
- **C-G-9:** Promote the use of bicycles to alleviate vehicle traffic and improve public health.
- **C-G-10:** Promote pedestrian activity.
- **C-I-21:** Develop a series of continuous walkways within new office parks, commercial districts, and residential neighborhoods so they connect to one another.

Open Space & Conservation Element

- **OSC-G-9:** Improve and protect Porterville’s air quality by making air quality a priority in land use and transportation planning and in development review.
- **OSC-I-58:** Continue to assess air quality impacts through environmental review and require developers to implement best management practices to reduce air pollutant emissions associated with the construction and operation of development projects.

The City will use the San Joaquin Valley Air Pollution Control District (SJVAPCD) Guidelines for Assessing and Mitigating Air Quality Impacts for determining and mitigating project air quality impacts and related thresholds of significance for use in environmental documents. The City shall cooperate with the SJVAPCD in the review of development proposals.

BMPs could include transportation demand management strategies for large development projects such as:

- Providing bicycle access and parking facilities;
 - Providing preferential parking for high-occupancy vehicles, carpools, or alternative fuels vehicles;
 - Establishing telecommuting programs or satellite work centers;
 - Allowing alternative work schedules;
 - Subsidizing public transit costs for employee; and
 - Scheduling deliveries at off-peak traffic periods.
- **OSC-I-61:** Coordinate air quality planning efforts with other local, regional and State agencies.
 - **OSC-G-10:** Reduce and conserve energy use in existing and new commercial, industrial, and public structures.
 - **OSC-I-66:** Adopt guidelines and incentives for using green building standards in new construction. Green building design guidelines may include required and recommended “green” design and construction strategies including: Building Site and Form, Natural Heating or Cooling, transportation, Building Envelope and Space Planning, Building Materials, Water Systems, Electrical Systems, HVAC Systems, Construction Management, and Commissioning.

2.3 - Methodology

The GHG analysis prepared for this PRDEIR replaces the analysis prepared for the Revised Draft EIR prepared for the project in 2011. Since the previous analysis was prepared, new GHG models and updated emission factors have been introduced and the benefits of certain state regulations have been incorporated into the models.

At the time of writing of this report, the City also has not adopted any guidelines for GHG analysis. Pursuant to full disclosure and according to OPR’s CEQA Guidelines that state, “A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from a project,” the construction and operational emissions associated with the project have been quantified using methods described below and in more detail in the Greenhouse Gas Analysis Report (Appendix A).

The quantitative emissions analysis was conducted using the project site plan and land use mix and size assumptions that were used in the 2011 RDEIR. Trip generation rates are consistent with the rates used in the traffic study prepared for the 2011 RDEIR.

The emissions modeling for the project incorporated in the 2011 RDEIR used the URBEMIS 2007 version 9.2.4, which was recommended for use by the SJVAPCD at the time the modeling was conducted. Other source categories were estimated using spreadsheet calculations for emission sources not yet incorporated into the model. The PRDEIR uses the most current version of CalEEMod, CalEEMod version 2013.2.2, to estimate project-generated construction and operational GHG emissions. CalEEMod was developed by the South Coast Air Quality Management District in cooperation with other air districts throughout the state. CalEEMod is designed as a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with construction and operation from a variety of land uses. Refrigerant emissions were estimated using spreadsheet calculations with the latest ARB emission factors and refrigerant installation requirements for similar facilities. CalEEMod also includes a mitigation component that quantifies emission reductions from mitigation measures and project design features. The mitigation quantification calculations in CalEEMod are based on the procedures contained in CAPCOA's report Quantifying Greenhouse Gas Mitigation Measures. The CAPCOA report and its implementation in the CalEEMod model are more robust than the mitigation component in URBEMIS used in the 2011 RDEIR and produces more conservative results. Detailed descriptions of the modeling parameters and assumptions are provided in Section 3 of the Greenhouse Gas Analysis Report (Appendix A).

The BAU modeling scenario uses assumptions that reflect unregulated emissions as they existed prior to implementation of the ARB Scoping Plan. The Scoping Plan projected growth in 2020 from a 2002 to 2004 emission baseline inventory. The project BAU estimate is prepared with CalEEMod modeling assumptions for 2005, the first year after the Scoping Plan baseline. This method allows a consistent comparison of reductions required to comply with AB 32 and reductions required for projects in any modeling year prior to 2020.

2.4 - Thresholds of Significance

According to the CEQA Guidelines' Appendix G Environmental Checklist, to determine whether greenhouse emissions impacts are significant environmental effects, the following questions are analyzed and evaluated. Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (See Impact GHG-1 below.)
- b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? (See Impact GHG-2 below.)

Section 15064.4(b) of the CEQA Guidelines' amendments for GHG emissions states that a lead agency may take into account the following three considerations in assessing the significance of impacts from GHG emissions.

- Consideration #1: The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- Consideration #2: Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- Consideration #3: The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

For this PRDEIR, the City of Porterville has taken into account CEQA Guidelines considerations #2 and #3. The City has determined that thresholds of significance recommended by the SJVAPCD apply to the project in accordance with Consideration #2. Consideration #1 would apply to jurisdictions having a bright line threshold based on the projects cumulative contribution. That approach is used as a screening threshold in some jurisdictions to eliminate the need for a more detailed analysis for small projects. The screening levels are set at a level where projects emitting 90 percent of the projected growth in development related emissions would exceed the threshold and require additional analysis. The SJVAPCD has not adopted a bright line threshold. The SJVAPCD threshold is based on reductions required by projects to achieve consistency with the AB 32 reduction target and the ARB Scoping Plan that provides the State strategy and regulatory framework for achieving the AB 32 target. Consistency is determined by comparing the reduction from BAU emissions required by the State to reach the AB 32 2020 target with the reductions from BAU achieved by the project's sources of emissions during the same 2020 timeframe. The analysis for comparison to the SJVAPCD GHG threshold is provided under Impact GHG-1. The City also addresses Consideration #3 to determine the extent to which the project complies with the statewide plan to reduce greenhouse gas emissions, which is the ARB Scoping Plan. A qualitative discussion of the project's compliance with ARB Scoping Plan measures is provided under Impact GHG-2 as a second method for addressing Consideration #3.

The City of Porterville has not adopted its own GHG thresholds or prepared a Climate Action Plan that can be used as a basis for determining project significance; however, as described in the Regulatory Environment Section, the SJVAPCD has adopted guidance for assessing GHG emissions in its Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA (SJVAPCD GHG Guidelines). The City is using the SJVAPCD GHG Guidelines for this analysis.

Under the SJVAPCD GHG Guidelines approach, projects that meet a 29 percent reduction from BAU are considered to have less than significant impacts. The SJVAPCD defines BAU as the total baseline emissions for all emissions sources within the development type, projected for the year 2020, assuming no change in GHG emissions per unit of activity as established for the baseline period. The

SJVAPCD intended to establish a menu of performance standards, some of which depend on the existence of an adopted climate action plan or the establishment of predetermined BPS that if implemented would result in at least a 29 percent reduction from BAU. Since a Climate Action Plan or BPS for this type of project has not yet been developed, this analysis adopts the alternative threshold provided by SJVAPCD. Projects that reduce or mitigate GHG emissions by 29 percent compared with BAU levels including GHG emission reductions achieved since the 2002–2004 baseline period are considered less than significant (SJVAPCD 2009b). This level of GHG reduction is based on the target established by ARB’s Scoping Plan to achieve the AB 32 goal of reducing California’s emissions to 1990 levels by 2020. The BAU analysis approach ensures that the emission reductions are sufficient to overcome the effects of predicted growth and achieve State reduction targets.

As mentioned in the Regulatory Environment section, the First Update to the Climate Change Scoping Plan adopted in May 2014 provided revised inventory projections to reflect slower growth in emissions during the recession and lower future year projections. The State’s 2020 BAU inventory was reduced from 596 MMTCO₂e to 545 MMTCO₂e (ARB 2014b). The new GHG reduction level for the State to reach 1990 emission levels by 2020 is 21.7 percent from BAU in 2020. The First Update to the Climate Change Scoping Plan also confirmed that the State is on track to achieve the 2020 target and to maintain and continue reductions beyond 2020 as required by AB 32 (ARB 2014b). Although a lower percentage reduction (21.7 percent) would demonstrate consistency with AB 32, this analysis uses the 29 percent reduction from BAU as the basis of the threshold, to ensure use of the most conservative approach.

The analysis determines the extent to which the project complies with regulations and requirements adopted to implement AB 32 and the ARB Scoping Plan. The analysis includes a quantitative measure of the project’s incremental contribution of GHG emissions in relation to reductions needed by the State to achieve the AB 32 goal of reducing emissions to 1990 levels by 2020. The analysis prepared for the project also includes a qualitative assessment of compliance with Scoping Plan and General Plan measures to support GHG significance findings under Impact GHG-2.

2.5 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the project and provides mitigation measures where necessary.

Greenhouse Gas Emissions

Impact GHG-1:	The project would generate direct and indirect greenhouse gas emissions; however, these emissions would not result in a significant impact on the environment
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Impact Analysis

The analysis quantifies the emissions from project construction and operations. The assessment includes pollutants defined by AB 32: CO₂, CH₄, N₂O, and refrigerants used by the project. Other AB 32 pollutants such as hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are not used by the project and are not quantified in the analysis.

The analysis includes direct emissions from combustion sources such as natural gas consumption for space and water heating, and refrigerant leakage from refrigerators and freezers and air conditioning units. Indirect sources of emissions include motor vehicles attracted to the project site and electricity drawn from the power grid that is generated using fossil fuels elsewhere but used at the project site.

An upstream emission source (also known as life cycle emissions) refers to emissions that were generated during the manufacture of products to be used for construction of the project. Upstream emission sources include but are not limited to emissions from the manufacture of cement, emissions from the manufacture of steel, and/or emissions from the transportation of building materials to the seller. The upstream emissions were not estimated because they are not within the control of the project and to do so would be speculative. Additionally, the California Air Pollution Control Officers Association White Paper on CEQA and Climate Change supports this conclusion by stating, “The full life-cycle of GHG [greenhouse gas] emissions from construction activities is not accounted for . . . and the information needed to characterize [life-cycle emissions] would be speculative at the CEQA analysis level” (CAPCOA 2008). Therefore, pursuant to CEQA Guidelines Sections 15144 and 15145, upstream/life cycle emissions are speculative and no further discussion is necessary.

Construction

The SJVAPCD does not recommend including construction related emissions in determining significance. Additionally, emissions from construction would be temporary. However, other air districts such as the SCAQMD and the Sacramento Metropolitan Air Quality Management District recommend including construction emissions as a conservative approach. In order to account for the project’s construction emissions, the emissions were amortized based on the average life of the development (commercial – 30 years) and added to the operational emissions.

Construction emissions associated with the project were estimated using CalEEMod 2013.2.2. Modeling was based on project-specific data provided by the applicant, where available. Where project-specific information was not available, reasonable assumptions based on other similar projects and default model settings were used to estimate project emissions.

GHG emissions generated during all phases of construction are shown in Table 2-3.

Table 2-3: Construction Greenhouse Gas Emissions by Phase

Phase	Emissions (MTCO ₂ e per Year)		Total MTCO ₂ e per Year
	On-site	Off-site	
Site Preparation	18.27	0.60	18.87
Grading	100.87	2.33	103.20
Building Construction 2017	227.65	168.02	395.67
Building Construction 2018	213.42	154.59	368.01
Paving	20.50	0.95	21.45

Table 2-3 (cont.): Construction Greenhouse Gas Emissions by Phase

Phase	Emissions (MTCO ₂ e per Year)		Total MTCO ₂ e per Year
	On-site	Off-site	
Coating	2.56	4.83	7.39
Total	—	—	914.60
Amortized over 30 years	—	—	30.49
Note: MTCO ₂ e = metric tons of carbon dioxide equivalents Source: CalEEMod output (Appendix A).			

A summary of construction emission for each year of construction activity is provided in Table 2-4.

Table 2-4: Construction Greenhouse Gas Emissions Summary

Phase	Total MTCO ₂ e per Year
2017	517.75
2018	396.85
Total	914.60
Amortized over 30 years	30.49
Notes: Due to rounding, total MTCO ₂ e may be marginally different from CalEEMod output. MTCO ₂ e = metric tons of carbon dioxide equivalents Source: CalEEMod output (Appendix A).	

Operation

Operational or long-term emissions occur over the life of the project. Sources of emissions may include motor vehicles, energy usage, water usage, waste generation, refrigerants used in refrigerators, display cases and air conditioning systems, and area sources such as landscaping activities.

Business as Usual Operational Emissions

Operational GHG emissions associated with the project were estimated using CalEEMod 2013.2.2 and ARB emission factors for refrigerants. The analysis uses emission factors for the year 2005 to represent emissions that would occur in 2020 without the benefit of regulations in place since the ARB Scoping Plan was adopted. The ARB Scoping Plan uses regulatory conditions in 2002–2004 to represent conditions prior to adoption of regulations implementing the ARB Scoping Plan measures. In order to be consistent with the ARB Scoping Plan, SJVAPCD also based its approach for determining BAU for projects using regulatory conditions in 2002–2004. 2005 emission factors are a suitable representation of BAU because Scoping Plan implementation had not yet begun at that time.

CalEEMod default values were used for project energy usage, water usage, waste generation, and area sources (architectural coating, consumer products, and landscaping). The vehicle fleet mix was revised to reflect the CalEEMod default fleet mix for year 2020 (AB 32's target year for reducing emissions to 1990 levels in California). Detailed modeling assumptions are included in Appendix A.

2020 Operational Emissions

Operational emissions for the year 2020 were modeled using CalEEMod 2013.2.2 to represent project emissions in the AB 32 target year. CalEEMod emission factors incorporate compliance with some, but not all, applicable rules and regulations regarding energy efficiency and vehicle fuel efficiency, and other GHG reduction policies, as described in the CalEEMod User's Guide (SCAQMD 2013).

Regulations applicable to project sources and the percent reduction anticipated from each source are shown in Table 2-5. The percentage reductions are only applied to the specific sources subject to the regulations. For example, the Pavley Low Emission Vehicle Standards apply only to light duty cars and trucks. A detailed description of the emission reductions from regulations is provided in Appendix A.

Table 2-5: Reductions from Greenhouse Gas Regulations

Regulation	Project Applicability	Reduction Source	Percent Reduction from BAU in 2020
Pavley Low Emission Vehicle Standards	Light duty cars and trucks accessing the site are subject to the regulation	CalEEMod defaults (Pavley I)	25.1 ¹
		Adjusted GHG emission factor (Pavley II/LEV III) in CalEEMod.	3% ²
Low Carbon Fuel Standard (LCFS)	Vehicles accessing the site will use fuel subject to the LCFS	CalEEMod defaults	10% ¹
Title 24 Energy Efficiency Standards	Project buildings will be constructed to meet the latest version of Title 24 (currently 2013). Reduction applies only to energy consumption subject to the regulation.	CalEEMod defaults (2008) and CalEEMod mitigation component (2013)	30% ³
Green Building Code Standards	The project will include water conservation features required by the standard	CalEEMod mitigation component	20% ⁴
Water Efficient Land Use Ordinance	The project landscaping will comply with the regulation	CalEEMod mitigation component	20% ⁵
Renewable Portfolio Standard (RPS)	Electricity purchased for use at the project site is subject to the 33% RPS mandate	CalEEMod adjusted energy intensity factors from SCE	15.3% ⁶
Refrigerant Management Program	Refrigeration systems installed at the project site are subject to the regulation	Off-model calculation with ARB emission factors	48.2% ⁷

Table 2-5 (cont.): Reductions from Greenhouse Gas Regulations

Regulation	Project Applicability	Reduction Source	Percent Reduction in 2020
Notes: Regulations are described in Section 2.3 Regulatory Environment. The source of the percentage reductions from each measure are from the following sources: ¹ Pavley 1 + Low Carbon Fuel Standard Postprocessor Version 1.0 User's Guide (ARB 2010c). ² ARB Staff Report for LEV III Amendments (ARB 2013) ³ 2013 Title 24 Building Energy Efficiency Standards Adoption Hearing Presentation (CEC 2013) ⁴ 2013 California Green Building Standards Code Section 5.303.2 ⁵ California Water Plan Update 2013 (CDWR 2013). ⁶ SCE Emission Factor Local Government Operations Protocol (ARB 2010 and CPUC Large IOU RPS Procurement Data (CPUC 2011) ⁷ ARB ISOR for Management of High Global Warming Potential Refrigerants (ARB 2009).			

The results of the operations emission analysis are presented in Table 2-6. The table lists the emissions from the project BAU modeling scenario, the project with regulations in 2020 scenario, the percentage reduction from BAU for each source, and the overall project reduction from BAU.

Table 2-6: Project Operational Greenhouse Gases

Source	Emissions (MTCO ₂ e per Year)		
	Business as Usual	2020 (with Regulations)	Percent Reduction from BAU by Source
Area – Landscape Equipment	<0.01	<0.01	0
Energy	1,019	724	28.9
Mobile – Passenger Vehicles	7,552	5,580	34.4
Mobile – Trucks	328	256	22.0
Waste	336	336	0
Water	53	36	32.1
Refrigerants (refrigerators, freezers and HVAC)	4,129	2,138	48.2
Amortized Construction Emissions	30	30	0
Total	13,447	9,100	-
Total Reduction			4,347
Percent Reduction			32.3%
Significance Threshold			29%
Are emissions significant?			No
Notes: MTCO₂e = metric tons of carbon dioxide equivalents Source of BAU emissions: CalEEMod output using 2005 emission factors to represent emissions in 2020 without regulations (Appendix A). Source of 2020 emissions: CalEEMod output for the year 2020 (Appendix A).			

As shown in Table 2-6, the project achieves a reduction of 32.3 percent from BAU in the year 2020 with regulations applied. This is above the 29-percent reduction required by SJVAPCD thresholds to demonstrate consistency with AB 32 targets. As described earlier, the ARB originally identified a reduction of 28.3 percent from BAU as needed to achieve AB 32 targets. The 2008 recession and slower growth in the years since 2008 have reduced the emissions forecasted for 2020 and the amount needed to be reduced to achieve 1990 levels as required by AB 32 to 21.7 percent. In any case, the reductions from regulatory measures alone are adequate to exceed the conservative 29 percent reduction threshold. Therefore, the impact from project GHG emissions is less than significant.

Additional Reductions from Land and Transportation Measures

In addition to rules and regulations, the project would incorporate design features and would obtain benefits from its location and infrastructure that would reduce project vehicle miles traveled compared to default values. The analysis identified four measures in CalEEMod mitigation component that apply to the project that are described in Table 2-7. The reductions attributable to the measures in CalEEMod are derived from methodologies compiled in the CAPCOA report Quantifying GHG Measures. Each measure was assessed to determine its consistency with CAPCOA criteria for the use of the measure. The percentage reduction from BAU for each measure using the CalEEMod mitigation component and the total percentage reduction expected from these measures is also provided. The total reduction from BAU from these measures is 4.7 percent. Since the project reductions from regulations alone exceed 29 percent, no additional reductions are needed. However, including these emissions with reductions achieved by compliance with regulations would total 37.0 percent.

Table 2-7: Reductions from Project Land Use and Transportation Measures

CAPCOA/CalEEMod Measure	Project Applicability	Percent Reduction from BAU
LUT-3 Increase Diversity (Suburban)	The measure requires at least three different land uses within 0.25 mile. There are single-family residential, multi-family residential, retail, and industrial land uses within this distance from the project.	3.87%
LUT-4 Improve Destination Accessibility	The measure is based on distance to downtown or major job centers. The project is 2.3 miles from downtown Porterville and is within 0.5 mile from large employment sites, including the Walmart Warehouse and other retail employers. The analysis is based on 2.3 miles.	0.06%
LUT-5 Increase Transit Accessibility	This measure requires the presence of a transit stop within walking distance of the project. CalEEMod calculates the reduction on distance to the stop. The project is located 0.2 mile from the nearest stop served by Porterville Transit and Tulare County Area Transit. The project is served by 24 daily weekday stops.	0.04%

Table 2-7 (cont.): Reductions from Project Land Use and Transportation Measures

CAPCOA/CalEEMod Measure	Project Applicability	Percent Reduction from BAU
SDT-1 Improve Pedestrian Access	This measure provides pedestrian access linking the project to other areas to encourage walking. The measure requires both on-site and off-site pedestrian infrastructure. The project includes on-site pedestrian walkways to the bus stop and across the parking lot. City sidewalks connect to neighboring residential and commercial development.	0.71%
Total from Land Use and Transportation Measures		4.68%
Total from Tables 2-5 and 2-6 Combined		37.0%
Notes: LUT = Land Use Transportation measure category from CAPCOA report Quantifying GHG Measures SDT = Site Design Transportation measure category from CAPCOA report Quantifying GHG Measures VMT reductions apply only to light duty car and truck trips. Source: CAPCOA 2010 and CalEEMod 2013.2.2 Modeling Results.		

Project Design and Sustainability Features

The project includes design and sustainability features that provide greenhouse gas emission reductions. The project design features that provide reductions in excess of those required by regulations are shown in Table 2-7. The full list of project design features including those where reductions beyond regulations cannot be determined are provided in Table 2-8. Specifically, the reductions from design features for infill development, reduction in travel length, and alternative transportation listed are quantified using the CalEEMod mitigation component. No additional reductions were taken for design features related to solid waste reduction, because the analysis does not quantify life cycle emissions and the amount of reduction beyond the California Green Building Code Standards and City mandatory recycling programs is not known.

Table 2-8 also lists project energy efficiency and sustainability features that reduce energy use. The project will, at a minimum, meet 2013 Title 24 energy efficiency standards. The amount that the project building efficiency would exceed Title 24 with the implementation of energy related design features, if at all, is not currently known. Energy modeling with a Title 24 compliance model based on actual project building plans is required in order to determine whether the combined benefit of the building design and energy efficiency measures would exceed 2013 Title 24 standard.

Table 2-8: Project Design Features that Will Further Reduce GHG Emissions

Category	Project Design Feature	Reductions in Emissions
Infill development	The project site is located within the City of Porterville adjacent to existing residential and commercial development and is served by existing infrastructure.	This contributes to compact urban form and avoids the need to extend urban services and infrastructure into unserved areas.
Reduction in travel lengths	The Walmart store would provide grocery sales and 24-hour operations.	The new Walmart store would provide one-stop local shopping opportunities for the residents of the City of Porterville, allowing fewer trips than traveling to multiple destinations and would serve the local neighborhood providing shorter travel lengths for those shoppers.
Alternative transportation	Provision of safe and convenient bicycle parking.	This would facilitate bicycle use and contribute to a reduction in vehicle trips.
	The nearest bus stop will be located near the main access point to the shopping center site on Jaye Street.	This would facilitate transit use and contribute to a reduction in vehicle trips.
Energy Efficient HVAC Units/ Central Energy Management	The new HVAC units would be among the most energy efficient available. The store would employ an energy management system that is monitored and controlled from corporate headquarters in Bentonville, Arkansas. This energy management system enables corporate headquarters to monitor energy usage, analyze refrigeration temperatures, and observe HVAC and lighting performance.	These features would decrease electricity consumption associated HVAC equipment, and decrease electricity consumption associated with associated with interior climate control.
Energy Efficient HVAC Units/ Central Energy Management (cont.)	This system also allows corporate headquarters to adjust lighting, temperature, or refrigeration set points from a central location. The store will also include a dehumidifying system that allows Walmart to operate the store at a higher temperature, use less energy, and operate the refrigeration system more efficiently.	
Other Energy Efficiency Measures	The grocery area would capture waste heat from the refrigeration equipment for use as heat water for the kitchen prep areas of the store. The project will install a white membrane roof. The high solar reflectivity of this membrane results in lowering the cooling load.	This feature would decrease electricity consumption associated with water heating. This feature would decrease electricity consumption associated with interior climate control.

Table 2-8 (cont.): Project Design Features that Will Further Reduce GHG Emissions

Category	Project Design Feature	Reductions in Emissions
	All internally illuminated building signage would use Light Emitting Diode (LED) lighting, which is over 70 percent more energy-efficient than fluorescent illumination. With lamp life ranging up to 100,000 hours, using LEDs significantly reduces the need to manufacture and dispose of fluorescent lamps.	These features would decrease electricity consumption associated with lighting and decrease solid waste generation.
	All lighting within the store will utilize T-8 fluorescent lamps and electronic ballasts, which are anticipated to result in approximately 15 to 20 percent reduction in energy load.	
	The store would include occupancy sensors in most non-sales areas, such as restrooms, break rooms, and offices. These sensors detect activity in a room and automatically turn off the lights when the space is unoccupied.	This feature would decrease electricity consumption associated with lighting.
Water conservation	Restroom sinks would use sensor-activated, low-flow faucets. The low flow faucets reduce water usage by 84 percent, while the sensors, which regulate the amount of time the faucets flow, save approximately 20 percent in water usage over similar, manually operated systems.	This feature would decrease indirect GHG emissions associated with water conveyance and treatment.
	Urinals would use 0.125 gallon per flush, and toilets would use 1.28 gallons per flush. The urinals have water savings of approximately 87.5 percent and toilets have savings of 25 percent compared with typical systems.	This feature would decrease indirect GHG emissions associated with water conveyance and treatment.
Solid waste reduction	The store would use recyclable, non-reinforced thermoplastic panels (NRP) in lieu of fiber-reinforced plastic sheets on the walls in areas where plastic sheeting is appropriate, including food preparation areas, utility and janitorial areas, and associate break rooms. NRP can be recycled, has better impact resistance, and is easier to keep clean on the walls of its kitchen areas.	This would reduce emissions associated with decomposition, mineral extraction, and certain aspects of production.
	Any poured concrete for the store would include either fly ash (15 to 20 percent) or slag (25 to 30 percent). Fly ash is a	This would reduce emissions associated with decomposition, mineral extraction, and certain aspects of production.

Table 2-8 (cont.): Project Design Features that Will Further Reduce GHG Emissions

Category	Project Design Feature	Reductions in Emissions
	waste product from the coal-fired electrical process and slag is a waste product of steel manufacturing.	
	Construction activities would include construction and demolition debris recycling. The goal of the construction and demolition program is to capture and recycle as much of the metals, woods, floor and ceiling tiles, concretes, asphalts and other materials generated as part of the demolition and construction process associated with the interior and exterior remodeling of the building as possible.	This would reduce GHG emissions associated with decomposition of solid waste in landfills.
	Recycling facilities for aluminum, glass, plastic, and other materials would be installed for customer and employee use.	This would reduce emissions associated with decomposition, mineral extraction, and certain aspects of production.
Anti-idling measures	All Walmart trucks are equipped with devices that automatically shut off idling engines after 3 minutes.	This feature would reduce on-site emissions of GHG emissions from Walmart delivery trucks.
Ozone-friendly refrigerants	The project would use non-ozone-depleting refrigerant: R407a refrigerant for refrigeration equipment, and R410a refrigerant for HVAC equipment. In addition, refrigeration equipment would be roof-mounted to place equipment closer to refrigerated cases inside the store, which would reduce the amount of copper refrigerant piping and insulation, the potential for leaks, and the amount of refrigerant charge needed.	This feature would reduce emissions associated with the use of refrigerants.
Source: Walmart, 2014.		

Summary

The project achieves a reduction of 32.3 percent from BAU to the year 2020 with Regulations (see Table 2-5). This is above the 29 percent reduction required by the SJVAPCD threshold and the 21.7 percent reduction from BAU now required for the State to achieve AB 32 targets. The project includes project design features that result in reductions in vehicle travel and that provide an additional 4.7 percent reduction in GHG emissions (see Table 2-6), bringing total reductions from regulations and design features to 37.0 percent. Measures that are part of the project design do not require additional mitigation measures to ensure they are accomplished. The impact is less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less than significant impact.

Conflict with Plan, Policy, or Regulation that Reduces Emissions

Impact GHG-2: **The project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of greenhouse gases**

Impact Analysis

The City of Porterville has not adopted a GHG reduction plan. In addition, the City has not completed the GHG inventory, benchmarking, and goal-setting process required to identify a reduction target and to take advantage of the streamlining provisions contained in the CEQA Guidelines amendments adopted for SB 97. The SJVAPCD has adopted a Climate Action Plan, but it does not contain measures that are applicable to development projects. Therefore, the SJVAPCD Climate Action Plan cannot be applied to the project. Since no other local or regional Climate Action Plan is in place, the project is assessed for its consistency with ARB's adopted Scoping Plan.

Scoping Plan Compliance

The Scoping Plan contains a variety of strategies to reduce the State's emissions. As shown in Table 2-9, the project is consistent with all applicable strategies.

Table 2-9: Scoping Plan Reduction Measures Consistency Analysis

Scoping Plan Reduction Measure	Consistency/Applicability Determination
1. California Cap-and-Trade Program Linked to Western Climate Initiative. Implement a broad-based California Cap-and-Trade program to provide a firm limit on emissions. Link the California cap-and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.	Not applicable. Although the cap-and-trade system has begun, products or services (such as electricity) would be covered and the cost of the cap-and-trade system would be transferred to the consumers.

Table 2-9 (cont.): Scoping Plan Reduction Measures Consistency Analysis

Scoping Plan Reduction Measure	Consistency/Applicability Determination
2. California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Consistent. This is a statewide measure that cannot be implemented by a project applicant or lead agency. However, the standards would be applicable to the light-duty vehicles that would access the project site.
3. Energy Efficiency. Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	Consistent. This is a measure for the State to increase its energy efficiency standards in new buildings. The project is required to build to the new standards and would increase its energy efficiency through compliance. The project would further increase its energy efficiency through the implementation of a number of sustainability features that are standard to new Walmart stores.
4. Renewable Portfolio Standard. Achieve 33 percent renewable energy mix statewide. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.	Consistent. This is a statewide measure that cannot be implemented by a project applicant or lead agency. SCE obtained 17.7 percent of its power supply from renewable sources such as geothermal in 2005. It is required to increase this percentage to 33 percent by the year 2020 pursuant to various regulations. The operators of the project's buildings would purchase power that is composed of a greater amount of renewable sources and could install renewable solar power systems that will assist the utility in achieving the mandate.
5. Low Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.	Consistent. This is a statewide measure that cannot be implemented by a project applicant or lead agency. When this measure is initiated, the standard would be applicable to the fuel used by vehicles that would access the project site.
6. Regional Transportation-Related Greenhouse Gas Targets. Develop regional greenhouse gas emissions reduction targets for passenger vehicles. This measure refers to SB 375.	Consistent. SB 375 has no requirements that apply to development projects; however, the proposed project is consistent with modeling assumptions used to develop SB 375 regional targets.
7. Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.	Consistent. When this measure is initiated, the standards will be applicable to the light-duty vehicles that would access the project site.
8. Goods Movement. Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	Not applicable. The project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.

Table 2-9 (cont.): Scoping Plan Reduction Measures Consistency Analysis

Scoping Plan Reduction Measure	Consistency/Applicability Determination
9. Million Solar Roofs Program. Install 3,000 MW of solar-electric capacity under California's existing solar programs.	Consistent. This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The project will have a solar ready roof that would allow for future the implementation of this strategy.
10. Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.	Consistent. This is a statewide measure that cannot be implemented by a project applicant or lead agency, but the standards phased in over model years 2014 through 2018 are applicable to the vehicles that access the project site. The Walmart portion of the project would employ standard practices that would meet or exceed this policy. Walmart operates a modern truck fleet with vehicles equipped with the latest emission controls. Walmart normally replaces its trucks within 5 years.
11. Industrial Emissions. Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.	Not applicable. This measure applies to the direct GHG emissions at large industrial facilities emitting more than 25,000 MTCO ₂ e per year. The project is not an industrial land use.
12. High Speed Rail. Support implementation of a high-speed rail system.	Not applicable. This is a statewide measure that cannot be implemented by a project applicant or lead agency.
13. Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent. The project would comply with the California Green Building Code and Title 24 energy efficiency standards, and thus incorporate applicable energy efficiency features designed to reduce project energy consumption.
14. High Global Warming Potential Gases. Adopt measures to reduce high global warming potential gases.	Consistent. The project would adopt measures to reduce high global warming potential gases. The Walmart portion of the project would reduce emissions associated with the use of refrigerants. The Walmart store would use non-ozone-depleting refrigerants: R407a refrigerant for refrigeration equipment, and R410a refrigerant for heating, ventilating and air-conditioning (HVAC) equipment. In addition, refrigeration equipment would be roof-mounted to place equipment closer to refrigerated cases inside the store, which would reduce the amount of copper refrigerant piping and insulation, the potential for leaks, and the amount of refrigerant

Table 2-9 (cont.): Scoping Plan Reduction Measures Consistency Analysis

Scoping Plan Reduction Measure	Consistency/Applicability Determination
	charge needed.
15. Recycling and Waste. Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. The project does not contain a landfill. However, the project would reduce waste with implementation of state mandated recycling and reuse mandates. Construction of the project would incorporate recycled building materials, including approximately 90 to 98 percent recycled structural steel and recycled plastic. During operations, the occupants of the individual buildings on the project site would participate in programs facilitated by the City of Porterville to reduce and recycle.
16. Sustainable Forests. Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	Not applicable. The project site is not forested; therefore, this measure is not applicable.
17. Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The project would comply with Green Building Code regulations and would implement required water conservation features.
18. Agriculture. In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	Not applicable. The project site is not designated for agriculture purposes. No grazing, feedlot, or other agricultural activities that generate manure are proposed to be implemented by the project.
Source of ARB Scoping Plan Reduction Measure: California Air Resources Board 2008a. Consistency Analysis Prepared by FirstCarbon Solutions.	

Summary

In summary, the project incorporates a number of features that would minimize GHG emissions. These features are consistent with applicable strategies identified by the ARB's Scoping Plan. As demonstrated in the impact analysis above, the project would achieve approximately a 37.0-percent reduction from the BAU inventory and, therefore, would not significantly hinder or delay the State's ability to meet the reduction targets contained in AB 32 or conflict with implementation of the Scoping Plan. The project promotes the goals of the Scoping Plan through implementation of the design measures that reduce energy consumption, water consumption, and reduction in vehicle miles traveled. In addition, the project is required to comply with the regulations described in this section that have been adopted to implement the Scoping Plan and to achieve the AB 32 2020 target. Therefore, the project does not conflict with any plans to reduce GHG emissions and furthers the State's goals relative to this impact. The impact is less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less than significant impact.

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Appendix A: **Greenhouse Gas Analysis Report, Riverwalk Phase II Project**

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**Greenhouse Gas Analysis Report
Riverwalk Phase II Project
City of Porterville, Tulare County, California**

Prepared for:



City of Porterville
291 North Main Street
Porterville, CA 93257

Contact: Jennifer Byers, Community Development Director

Prepared by:

FirstCarbon Solutions
7265 North First Street, Suite 101
Fresno, CA 93720
559.246.3732

Contact: Dave Mitchell, Senior Air Quality Scientist

Date: October 28, 2015

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ACRONYMS AND ABBREVIATIONS

°C	Celsius
°F	Fahrenheit
AB	Assembly Bill
APN	Assessor Parcel Number
ARB	California Air Resources Board
BAU	Business as Usual
CalEEMod	California Emissions Estimator Model
CAPCOA	California Air Pollution Control Officers Association
CEQA	California Environmental Quality Act
CO	carbon monoxide
CO ₂	carbon dioxide
DEIR	Draft Environmental Impact Report
District	San Joaquin Valley Air Pollution Control District
DPM	diesel particulate matter
EMFAC	EMission FACTors Model
EPA	United States Environmental Protection Agency
GAMAQI	Guide for Assessing and Mitigating Air Quality Impacts
GHG	greenhouse gases
IPCC	United Nations Intergovernmental Panel on Climate Change
LEV	Low-Emission Vehicle
MMTCO ₂ e	million metric tons of carbon dioxide equivalent
mph	miles per hour
MTCO ₂ e	metric tons of carbon dioxide equivalent
NEPA	National Environmental Protection Act
NO _x	nitrogen oxides
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
ppm	parts per million
project	Riverwalk Marketplace Phase II Project
SB	Senate Bill
SJVAPCD	San Joaquin Valley Air Pollution Control District
SO _x	sulfur oxides
TRU	transport refrigeration unit
VOC	volatile organic compounds

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SECTION 1: EXECUTIVE SUMMARY

1.1 - Purpose and Methods of Analysis

The following greenhouse gas (GHG) analysis was prepared to evaluate whether the estimated GHG emissions generated from the Riverwalk Marketplace Phase II Project (project) would cause significant impacts to climate change. The analysis replaces a previous analysis prepared for the Draft Environmental Impact Report (DEIR) for project in March 2010. The GHG analysis prepared for the DEIR was the subject of a legal challenge. The Court of Appeal's remedy was for the City of Porterville to provide a revised GHG analysis compliant with California Environmental Quality Act (CEQA), and recirculation for public review. This analysis was conducted to comply with CEQA Guidelines Section 15064.4, which was added as part of SB 97. The methodology follows the SJVAPCD's Guidance for Valley Land-Use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA (SJVAPCD 2009a).

1.2 - Project Summary

The Riverwalk Marketplace Phase II Project (project) consists of developing a retail center in the City of Porterville, within the County of Tulare. The development would take place on a 21.78-acre site on the southeast corner of Indiana Street and Springville Drive. The Assessor Parcel Numbers (APNs) associated with the project include 260-060-012-000, 260-050-004-000, 260-050-006-000, and 260-050-009-000. The project would include the construction and development of a Walmart free-standing superstore (161,602 square feet), Pad 12 for retail (9,386 square feet), Pad 13 for retail (10,995 square feet), Pad 14 for retail (14,090 square feet), and Out Lot A (6,781 square feet). The project's regional vicinity location is shown in Exhibit 1. An aerial view of the local vicinity is provided in Exhibit 2. The site plan design is illustrated in Exhibit 3. Project construction is anticipated to start in August of 2017. Project operations could commence as early as May 2018.

1.3 - Summary of Analysis Results

The following is a summary of the analysis results. As shown below, the project would result in less than significant impacts for all GHG impact criteria analyzed. The project's less than significant impacts are due to the project's compliance with regulatory requirements.

Impact GHG-1: The project would generate direct and indirect greenhouse gas emissions; however, the project would not result in a significant impact on the environment.

Less than significant impact.

Impact GHG-2: The project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of greenhouse gases.

Less than significant impact.

1.4 - Standard Conditions and Mitigation Measures Applied to the Project

Walmart stores include the following design features listed in Table 1 that result in energy savings and GHG reductions. Some or all of the design features may be required to comply with the current Title 24 Energy Efficiency Standards or the California Green Building Code, so no additional emission reductions were claimed in the analysis.

Table 1: Project Design Features that Will Further Reduce GHG Emissions

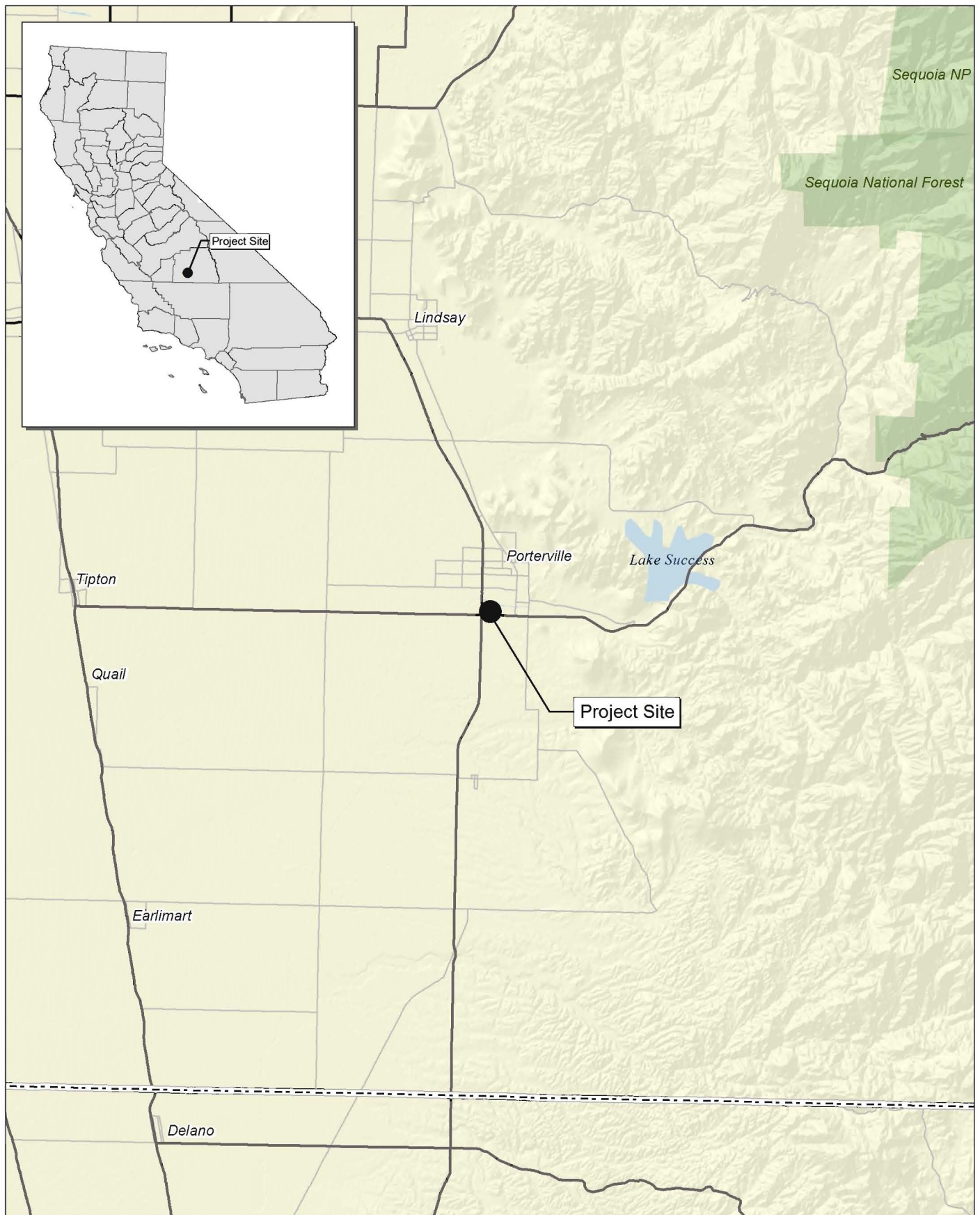
Category	Project Design Feature	Reductions in Emissions
Infill development	The project site is located within the City of Porterville adjacent to existing residential and commercial development and is served by existing infrastructure.	This contributes to compact urban form and avoids the need to extend urban services and infrastructure into unserved areas.
Reduction in travel lengths	The Walmart store would provide grocery sales and 24-hour operations.	The new Walmart store would provide local shopping opportunities for the residents of the City of Porterville. Trips to more distant stores will be replaced with shorter local trips.
Alternative transportation	Provision of safe and convenient bicycle parking.	This would facilitate bicycle use and contribute to a reduction in vehicle trips.
	The nearest bus stop will be located near the main access point to the project site on Limonite Avenue.	This would facilitate transit use and contribute to a reduction in vehicle trips.
Energy Efficient HVAC Units/ Central Energy Management	The new HVAC units would be among the most energy efficient available. The store would employ an energy management system that is monitored and controlled from corporate headquarters in Bentonville, Arkansas. This energy management system enables corporate headquarters to monitor energy usage, analyze refrigeration temperatures, and observe HVAC and lighting performance. It also allows corporate headquarters to adjust lighting, temperature, or refrigeration set points from a central location. The store will also include a dehumidifying system which allows Walmart to operate the store at a higher temperature, use less energy, and operate the refrigeration system more efficiently.	These features would decrease electricity consumption associated HVAC equipment, and decrease electricity consumption associated with associated with interior climate control.
Other Energy Efficiency Measures	The grocery area would capture waste heat from the refrigeration equipment for use as heat water for the kitchen prep areas of the store.	This feature would decrease electricity consumption associated with water heating.

Table 1 (cont.): Project Design Features that Will Further Reduce GHG Emissions

Category	Project Design Feature	Reductions in Emissions
	The existing building currently utilizes a dark-colored roof. The project will replace the existing roof with a white membrane roof. The high solar reflectivity of this membrane results in lowering the cooling load.	This feature would decrease electricity consumption associated with interior climate control.
	All internally illuminated building signage would use Light Emitting Diode (LED) lighting, which is over 70 percent more energy-efficient than fluorescent illumination. With lamp life ranging up to 100,000 hours, using LEDs significantly reduces the need to manufacture and dispose of fluorescent lamps.	These features would decrease electricity consumption associated with lighting and decrease solid waste generation.
	All lighting within the store will utilize T-8 fluorescent lamps and electronic ballasts, which are anticipated to result in approximately 15 to 20 percent reduction in energy load.	
	The store would include occupancy sensors in most non-sales areas, such as restrooms, break rooms, and offices. These sensors detect activity in a room and automatically turn off the lights when the space is unoccupied.	This feature would decrease electricity consumption associated with lighting.
Water conservation	Restroom sinks would use sensor-activated, low-flow faucets. The low flow faucets reduce water usage by 84 percent, while the sensors, which regulate the amount of time the faucets flow, save approximately 20 percent in water usage over similar, manually operated systems.	This feature would decrease indirect GHG emissions associated with water conveyance and treatment.
	Urinals would use 0.125 gallon per flush, and toilets would use 1.28 gallons per flush. The urinals have water savings of approximately 87.5 percent and toilets have savings of 25 percent compared with typical systems.	This feature would decrease indirect GHG emissions associated with water conveyance and treatment.
Solid waste reduction	The store would use recyclable, non-reinforced thermoplastic panels (NRP) in lieu of fiber-reinforced plastic sheets on the walls in areas where plastic sheeting is appropriate, including food preparation areas, utility and janitorial areas, and associate break rooms. NRP can be recycled, has better impact resistance, and is easier to keep clean on the walls of its kitchen areas.	This would reduce emissions associated with decomposition, mineral extraction, and certain aspects of production.

Table 1 (cont.): Project Design Features that Will Further Reduce GHG Emissions

Category	Project Design Feature	Reductions in Emissions
	Any poured concrete for the store would include either fly ash (15 to 20 percent) or slag (25 to 30 percent). Fly ash is a waste product from the coal-fired electrical process and slag is a waste product of steel manufacturing.	This would reduce emissions associated with decomposition, mineral extraction, and certain aspects of production.
	Construction activities would include construction and demolition debris recycling. The goal of the construction and demolition program is to capture and recycle as much of the metals, woods, floor and ceiling tiles, concretes, asphalts and other materials generated as part of the demolition and construction process associated with the interior and exterior remodeling of the building as possible.	This would reduce emissions associated with decomposition.
	Recycling facilities for aluminum, glass, plastic, and other materials would be installed for customer and employee use.	This would reduce emissions associated with decomposition, mineral extraction, and certain aspects of production.
Anti-idling measures	All Walmart trucks are equipped with devices that automatically shut off idling engines after 3 minutes.	This feature would reduce on-site emissions of GHG emissions from Walmart delivery trucks.
Ozone-friendly refrigerants	The project would use non-ozone-depleting refrigerant: R407a refrigerant for refrigeration equipment, and R410a refrigerant for HVAC equipment. In addition, refrigeration equipment would be roof-mounted to place equipment closer to refrigerated cases inside the store, which would reduce the amount of copper refrigerant piping and insulation, the potential for leaks, and the amount of refrigerant charge needed.	This feature would reduce emissions associated with the use of refrigerants.
Source: Walmart, 2014.		



Source: Census 2000 Data, The CaSIL.



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Exhibit 1 Regional Location Map

CITY OF PORTERVILLE • RIVERWALK PHASE II
GREENHOUSE GAS ANALYSIS REPORT

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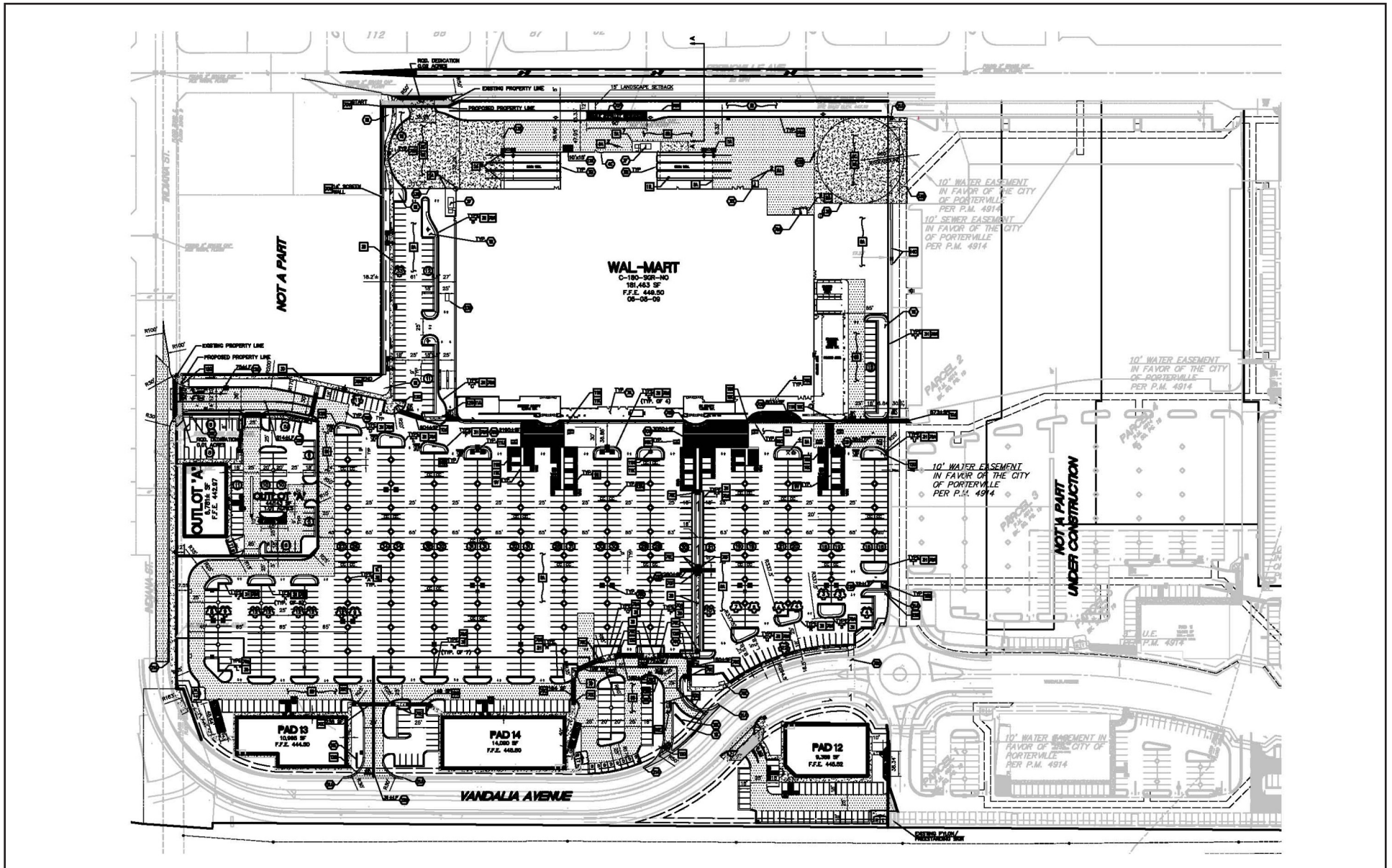
Source: NAIP Aerial Imagery, 2014.



1,000 500 0 1,000 Feet

Exhibit 2 Local Vicinity Map Aerial Base

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Source: CEI Engineering Associates, Inc. (September 1, 2009).



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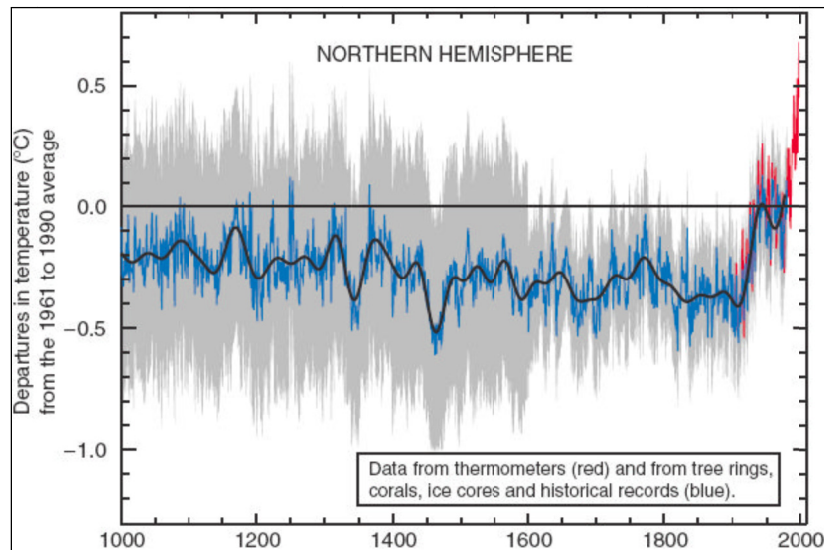
SECTION 2: CLIMATE CHANGE SETTING

2.1 - Climate Change

Climate change is a change in the average weather of the earth that is measured by alterations in wind patterns, storms, precipitation, and temperature. These changes are assessed using historical records of temperature changes occurring in the past, such as during previous ice ages. Many of the concerns regarding climate change use this data to extrapolate a level of statistical significance specifically focusing on temperature records from the last 150 years (the Industrial Age) that differ from previous climate changes in rate and magnitude.

The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. In its Fourth Assessment Report, the IPCC predicted that the global mean temperature change from 1990 to 2100, given six scenarios, could range from 1.1 degrees Celsius (°C) to 6.4°C. Regardless of analytical methodology, global average temperatures and sea levels are expected to rise under all scenarios (IPCC 2007a). The report also concluded that “[w]arming of the climate system is unequivocal,” and that “[m]ost of the observed increase in global average temperatures since the mid-20th century is very likely due to the observed increase in anthropogenic greenhouse gas concentrations.” Figure 1 provides a graph of historical temperature change.

Figure 1: Historical Temperature Changes



Source: IPCC 2001

Consequences of Climate Change in California

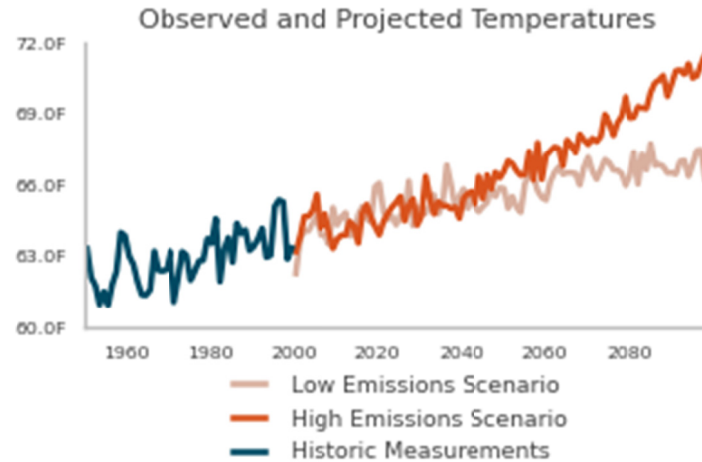
In California, climate change may result in consequences such as the following (from CCCC 2006 and Moser et al. 2009).

- **A reduction in the quality and supply of water from the Sierra snowpack.** If heat-trapping emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. This can lead to challenges in securing adequate water supplies. It can also lead to a potential reduction in hydropower.
- **Increased risk of large wildfires.** If rain increases as temperatures rise, wildfires in the grasslands and chaparral ecosystems of southern California are estimated to increase by approximately 30 percent toward the end of the 21st century because more winter rain will stimulate the growth of more plant “fuel” available to burn in the fall. In contrast, a hotter, drier climate could promote up to 90 percent more northern California fires by the end of the century by drying out and increasing the flammability of forest vegetation.
- **Reductions in the quality and quantity of certain agricultural products.** The crops and products likely to be adversely affected include wine grapes, fruit, nuts, and milk.
- **Exacerbation of air quality problems.** If temperatures rise to the medium warming range, there could be 75 to 85 percent more days with weather conducive to ozone formation in Los Angeles and the San Joaquin Valley, relative to today’s conditions. This is more than twice the increase expected if rising temperatures remain in the lower warming range. This increase in air quality problems could result in an increase in asthma and other health-related problems.
- **A rise in sea levels resulting in the displacement of coastal businesses and residences.** During the past century, sea levels along California’s coast have risen about seven inches. If emissions continue unabated and temperatures rise into the higher anticipated warming range, sea level is expected to rise an additional 22 to 35 inches by the end of the century. Elevations of this magnitude would inundate coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.
- **An increase temperature and extreme weather events.** Climate change is expected to lead to increases in the frequency, intensity, and duration of extreme heat events and heat waves in California. More heat waves can exacerbate chronic disease or heat-related illness.
- **A decrease in the health and productivity of California’s forests.** Climate change can cause an increase in wildfires, an enhanced insect population, and establishment of non-native species.

Consequences of Climate Change in the Porterville Area

Figure 2 displays a chart of measured historical and projected annual average temperatures in the Porterville area. As shown in the figure, temperatures are expected to rise in the low and high GHG emissions scenarios. The results indicate that temperatures are predicted to increase by 3.9 degrees Fahrenheit under the low emission scenario and 6.8 degrees F under the high emissions scenario between a baseline time period (1961–1990) and an end-of-century period (2070–2090) (CalAdapt 2015).

Figure 2: Observed and Projected Temperatures for Climate Change in the Porterville Area



Source: CalAdapt 2015

Water Supply

Climate change may result in reduced Sierra Nevada snowpack that could affect water supply. The City of Porterville Department of Public Works would provide water for the project. The City of Porterville 2010 Urban Water Management Plan 2014 Update (UWMP) considers the impacts of growth, including the Porterville Marketplace Project on water supply, and includes water shortage contingency plans during dry years and multiple dry years that would be implemented when drought conditions occur (Porterville 2014).

Wildfires

The project site is within an urban area with limited fuels that would be subject to a wildfire.

Foothill and mountain areas: The nearest foothill open space subject to wildfire is located at the urban interface approximately 3 miles east of project site. The potential for increased temperatures and drought conditions due to climate change and the availability of fuel would result in increased risk from wildfire in those areas, but not at the project site.

2.2 - Greenhouse Gases

Gases that trap heat in the atmosphere are referred to as GHGs. The effect of these gases is analogous to the way a greenhouse retains heat, thus, the presence of GHGs in the atmosphere affects the earth's atmosphere. Common GHGs include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. GHGs are emitted by both natural processes and human activities. However, it is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of GHGs in the atmosphere beyond the level of naturally occurring concentrations.

Certain gases in the atmosphere block heat from escaping. Long-lived gases that remain semi-permanently in the atmosphere and do not respond physically or chemically to changes in

temperature are described as “forcing” climate change. Gases such as water vapor, which respond physically or chemically to changes in temperature, are seen as “feedbacks” (NASA 2015a).

The global warming potential is the potential of a gas or aerosol to trap heat in the atmosphere. Individual GHG compounds have varying global warming potential and atmospheric lifetimes. Carbon dioxide, the reference gas for global warming potential, has a global warming potential of one. The global warming potential of a GHG is a measure of how much a given mass of a GHG is estimated to contribute to global warming. To describe how much global warming a given type and amount of GHG may cause, the carbon dioxide equivalent is used. The calculation of the carbon dioxide equivalent is a consistent methodology for comparing GHG emissions since it normalizes various GHG emissions to a consistent reference gas, carbon dioxide. For example, methane’s warming potential of 21 indicates that methane has 21 times greater warming affect than carbon dioxide on a molecule per molecule basis. A carbon dioxide equivalent is the mass emissions of an individual GHG multiplied by its global warming potential. GHGs defined by Assembly Bill (AB) 32 (see the Climate Change Regulatory Environment section for a description) include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. A seventh GHG, nitrogen trifluoride (NF₃), was recently added to Health and Safety Code section 38505(g)(7) as a GHG of concern. These GHGs are described in Table 2.

Table 2: Description of Greenhouse Gases

Greenhouse Gas	Description and Physical Properties	Sources
Nitrous oxide	Nitrous oxide (laughing gas) is a colorless GHG. It has a lifetime of 114 years. Its global warming potential is 310.	Microbial processes in soil and water, fuel combustion, and industrial processes.
Methane	Methane is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years. Its global warming potential is 21.	Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.
Carbon dioxide	Carbon dioxide (CO ₂) is an odorless, colorless, natural GHG. Carbon dioxide’s global warming potential is 1. The concentration in 2005 was 379 parts per million (ppm), which is an increase of about 1.4 ppm per year since 1960.	Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood.
Chlorofluorocarbons	These are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth’s surface). Global warming potentials range from 3,800 to 8,100.	Chlorofluorocarbons were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. They destroy stratospheric ozone. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987.

Table 2 (cont.): Description of Greenhouse Gases

Greenhouse Gas	Description and Physical Properties	Sources
Hydrofluorocarbons	Hydrofluorocarbons are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Global warming potentials range from 140 to 11,700.	Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.
Perfluorocarbons	Perfluorocarbons have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Global warming potentials range from 6,500 to 9,200.	Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.
Sulfur hexafluoride	Sulfur hexafluoride is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. It has a high global warming potential, 23,900.	This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.
Sources: Compiled from a variety of sources, primarily Intergovernmental Panel on Climate Change 2007a and 2007b.		

Several other gases and black carbon are considered GHGs but are not currently defined by the IPCC as such. A description of these items and the reasons they are not part of the GHG analysis is provided below.

The State has begun the process of addressing pollutants referred to as short-lived climate pollutants. According to ARB, short-lived climate pollutants are powerful climate forcers that remain in the atmosphere for a much shorter period of time than longer-lived climate pollutants, such as carbon dioxide (CO₂). Their relative potency, when measured in terms of how they heat the atmosphere, can be tens, hundreds, or even thousands of times greater than that of CO₂. Reducing these emissions can make an immediate beneficial impact on climate change (ARB 2015a). Senate Bill 605, approved by the Governor on September 14, 2014, requires the ARB to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants by January 1, 2016. ARB will complete an emission inventory of these pollutants, identify research needs, identify existing and potential new control measures that offer co-benefits, and coordinate with other state agencies and districts to develop measures.

The short-lived climate pollutants include three main components: black carbon, fluorinated gases, and methane. Fluorinated gases and methane are described in Table 2-1 and are already included in the California GHG inventory. Black carbon has not been included in past GHG inventories; however, ARB will include it in its comprehensive strategy (ARB 2015a).

Ozone is another short-lived climate pollutant that will be part of the strategy. Ozone affects evaporation rates, cloud formation, and precipitation levels. Ozone is not directly emitted so its

precursor emissions volatile organic compounds (VOC) and oxides of nitrogen (NO_x) on a regional scale and CH₄ on a hemispheric scale will be subject of the strategy (ARB 2015b).

Black carbon is a component of fine particulate matter. Black carbon is formed by incomplete combustion of fossil fuels, biofuels, and biomass. Sources of black carbon within a jurisdiction may include exhaust from diesel trucks, vehicles, and equipment, as well as smoke from biogenic combustion. Biogenic combustion sources of black carbon include the burning of biofuels used for transportation, the burning of biomass for electricity generation and heating, prescribed burning of agricultural residue, and natural and unnatural wildfires. Black carbon is not a gas but an aerosol; it is made of particles or liquid droplets suspended in air. Black carbon only remains in the atmosphere for days to weeks, in contrast to other GHGs that can remain in the atmosphere for years. Black carbon can be deposited on snow, where it absorbs sunlight, reduces sunlight reflectivity, and hastens snowmelt. Direct effects include absorption of incoming and outgoing radiation; indirectly, black carbon can also affect cloud reflectivity, precipitation, and surface dimming (cooling).

Global warming potentials for black carbon were not defined by the IPCC in its Fourth Assessment Report. The ARB has identified a global warming potential of 3,200 using a 20-year time horizon and 900 using a 100-year time horizon from the IPCC Fifth Assessment. Sources of black carbon are already regulated by ARB, and by air district criteria pollutant and toxic air contaminant regulations that control fine particulate emissions from diesel engines and other combustion sources (ARB 2015). Additional controls on the sources of black carbon specifically for their GHG impacts beyond those required for toxic and fine particulates are not likely to be needed.

Water vapor is also considered a GHG. Water vapor is an important component of our climate system and is not regulated. Increasing water vapor leads to warmer temperatures, which causes more water vapor to be absorbed into the air. Warming and water absorption increase in a spiraling cycle. Water vapor feedback can also amplify the warming effect of other greenhouse gases, such that the warming brought about by increased carbon dioxide allows more water vapor to enter the atmosphere (NASA 2015b).

Human Health Effects of GHG Emissions

Greenhouse gas emissions from development projects would not result in concentrations that would directly impact public health. However, the cumulative effects of GHG emissions on climate change have the potential to cause adverse effects to human health.

The U.S. Global Change Research Program, in its report, *Global Climate Change Impacts in the U.S.* (2009), has analyzed the degree to which impacts on human health are expected to impact the United States.

Potential effects of climate change on public health include:

- **Direct Temperature Effects:** Climate change may directly affect human health through increases in average temperatures, which are predicted to increase the incidence of heat waves and hot extremes.

- **Extreme Events:** Climate change may affect the frequency and severity of extreme weather events, such as hurricanes and extreme heat and floods, which can be destructive to human health and well-being.
- **Climate-Sensitive Diseases:** Climate change may increase the risk of some infectious diseases, particularly those diseases that appear in warm areas and are spread by mosquitoes and other insects, such as malaria, dengue fever, yellow fever, and encephalitis.
- **Air Quality:** Respiratory disorders may be exacerbated by warming-induced increases in the frequency of smog (ground-level ozone) events and particulate air pollution (EPA 2009a).

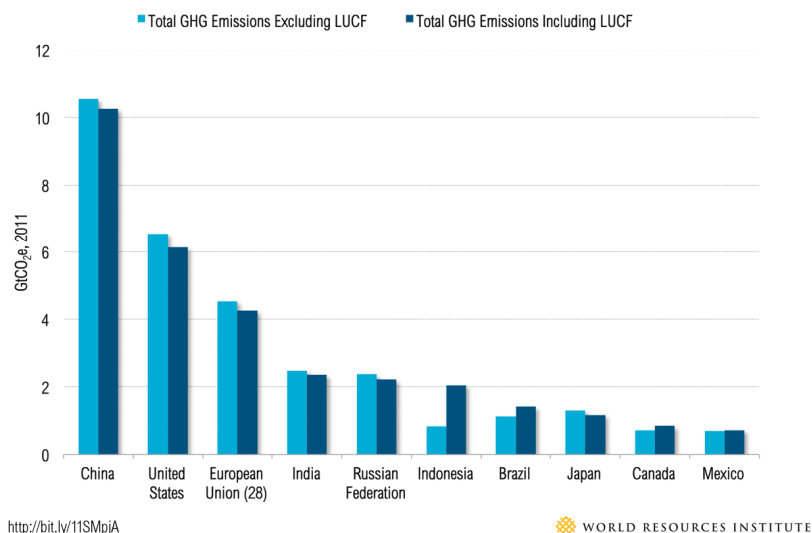
Although there could be health effects resulting from changes in the climate and the consequences that can occur, inhalation of GHGs at levels currently in the atmosphere would not result in adverse health effects, with the exception of ozone and aerosols (particulate matter). The potential health effects of ozone and particulate matter are discussed in criteria pollutant analyses. At very high indoor concentrations (not at levels existing outside), CO₂, CH₄, sulfur hexafluoride, and some chlorofluorocarbons can cause suffocation as the gases can displace oxygen (CDC 2010 and OSHA 2003).

2.2.1 - Emissions Inventories

An emissions inventory is a database that lists, by source, the amount of air pollutants discharged into the atmosphere of a geographic area during a given time period. Emissions worldwide were approximately 43,286 million metric tons of carbon dioxide equivalents (MMTCO₂e) in 2012. As shown in Figure 3, China was the largest GHG emitter with over 10 billion metric tons of CO₂e and the United States was the second largest GHG emitter with over 6 billion metric tons of CO₂e. (WRI 2014).

Figure 3: GHG Emissions by the World's Top 10 Emitters

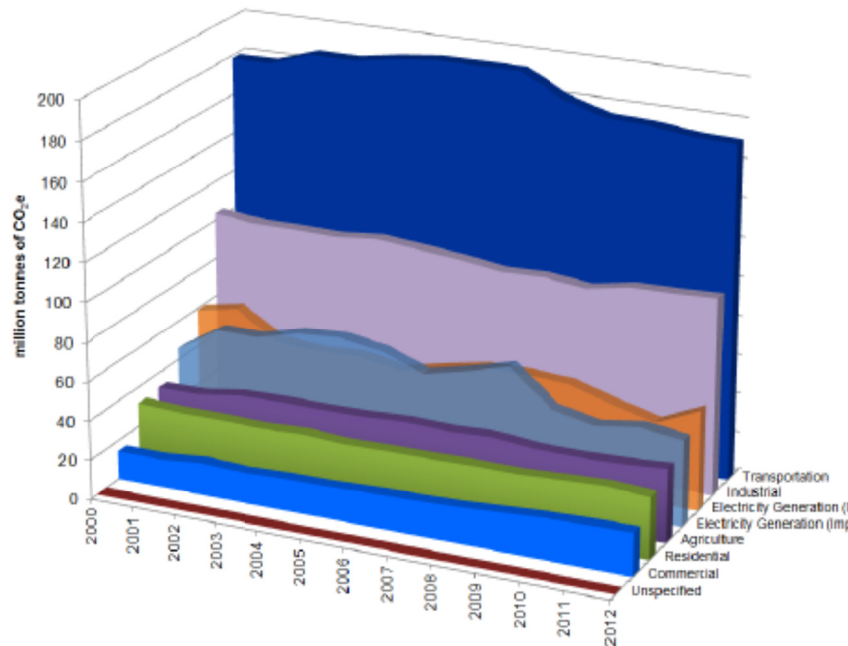
Top 10 Emitters



Source: WRI 2014.

Figure 4 shows the contributors of GHG emissions in California between years 2000 and 2012 by economic sector. The main contributor was transportation. The second highest sector was industrial, which includes sources from refineries, general fuel use, oil and gas extraction, cement plants, and cogeneration heat output (ARB 2014a).

Figure 4: Greenhouse Gas Emission Trends by Sector in California



Source: ARB 2014a.

2.3 - Regulatory Environment

The regulatory environment discussion helps to provide a context for the project's impact in relation to regulations and programs in place to address the impact by the various levels of government with responsibility for the issue. Climate change is a global issue resulting from the cumulative GHG emissions from sources throughout the world, making international action necessary. California has taken a leadership role in GHG regulations at the state level in the United States. Air pollution control districts have responsibilities for regulating local stationary sources of GHG emissions and for providing guidance utilizing their expertise in regulating other air pollutants. Cities and Counties are responsible for impacts from GHG emissions from their own activities and in a CEQA context for land use projects. A discussion of each level of regulation is provided in this section.

2.3.1 - International

International organizations such as the ones discussed below have made substantial efforts to reduce GHGs. Preventing human induced climate change will require the participation of all nations in solutions to address the issue.

Intergovernmental Panel on Climate Change (IPCC). In 1988, the United Nations and the World Meteorological Organization established the IPCC to assess the scientific, technical and socio-economic

information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation.

United Nations Framework Convention on Climate Change (Convention). On March 21, 1994, the United States joined a number of countries around the world in signing the Convention. Under the Convention, governments gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change.

Kyoto Protocol. The Kyoto Protocol is an international agreement linked to the United Nations Framework Convention on Climate Change. The major feature of the Kyoto Protocol is that it sets binding targets for 37 industrialized countries and the European community for reducing greenhouse gas emissions an average of 5 percent against 1990 levels over the five-year period 2008–2012. The Convention (as discussed above) encouraged industrialized countries to stabilize emissions; however, the Protocol commits them to do so. Developed countries have contributed more emissions over the last 150 years; therefore, the Protocol places a heavier burden on developed nations under the principle of “common but differentiated responsibilities.”

In 2001, President George W. Bush indicated that he would not submit the treaty to the U.S. Senate for ratification, which effectively ended American involvement in the Kyoto Protocol. In December 2009, international leaders met in Copenhagen to address the future of international climate change commitments post-Kyoto. No binding agreement was reached in Copenhagen; however, the Committee identified the long-term goal of limiting the maximum global average temperature increase to no more than 2°C above pre-industrial levels, subject to a review in 2015. The UN Climate Change Committee held additional meetings in Durban, South Africa in November 2011; Doha, Qatar in November 2012; and Warsaw, Poland in November 2013. The meetings are gradually gaining consensus among participants on individual climate change issues.

On September 23, 2014, more than 100 Heads of State and Government and leaders from the private sector and civil society met at the Climate Summit in New York hosted by the United Nations. At the Climate Summit, heads of government, business and civil society announced actions in areas that would have the greatest impact on reducing emissions, including climate finance, energy, transport, industry, agriculture, cities, forests, and building resilience. Government leaders also committed to reach an ambitious and universal climate agreement for adoption in a meeting scheduled in Paris for December 2015 and pledged to work under the UN Framework Convention on Climate Change to reach it.

2.3.2 - National

Prior to the last decade, there were no concrete federal regulations of GHGs or major planning for climate change adaptation. Since then, federal activity has increased. The following are actions regarding the federal government, GHGs, and fuel efficiency.

Greenhouse Gas Endangerment. In *Massachusetts v. EPA* (Supreme Court Case 05-1120) decided on April 2, 2007, the Supreme Court found that four GHGs, including CO₂ are air pollutants subject to

regulation under Section 202(a)(1) of the Clean Air Act. The Court held that the EPA Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases—carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution, which threatens public health and welfare.

These findings do not impose requirements on industry or other entities. However, the findings were a prerequisite for implementing GHG emissions standards for vehicles, as discussed in the section “Clean Vehicles” below. After a lengthy legal challenge the Supreme Court declined to review an Appeals Court ruling upholding the finding (EPA 2009b).

Clean Vehicles. Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the United States. On April 1, 2010, the EPA and the Department of Transportation’s National Highway Safety Administration announced a joint final rule establishing a national program that would reduce GHG emissions and improve fuel economy for new cars and trucks sold in the United States.

The first phase of the national program applies to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon if the automobile industry were to meet this carbon dioxide level solely through fuel economy improvements. Together, these standards would cut carbon dioxide emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012–2016). The EPA and the National Highway Safety Administration issued final rules on a second-phase joint rulemaking establishing national standards for light-duty vehicles for model years 2017 through 2025 in August 2012 (EPA 2012). The new standards for model years 2017 through 2025 apply to passenger cars, light-duty trucks, and medium duty passenger vehicles. The final standards are projected to result in an average industry fleetwide level of 163 grams/mile of CO₂ in model year 2025, which is equivalent to 54.5 miles per gallon (mpg) if achieved exclusively through fuel economy improvements.

The EPA and the U.S. Department of Transportation issued final rules for the first national standards to reduce GHG emissions and improve fuel efficiency of heavy-duty trucks and buses on September 15, 2011, effective November 14, 2011. For combination tractors, the agencies proposed engine and

vehicle standards that began in the 2014 model year and achieve up to a 20-percent reduction in carbon dioxide emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies proposed separate gasoline and diesel truck standards, which phased in beginning in the 2014 model year and achieve up to a 10-percent reduction for gasoline vehicles and a 15-percent reduction for diesel vehicles by 2018 model year (12 and 17 percent respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles, the engine and vehicle standards would achieve up to a 10-percent reduction in fuel consumption and carbon dioxide emissions from the 2014 to 2018 model years.

Mandatory Reporting of Greenhouse Gases. The Consolidated Appropriations Act of 2008, passed in December 2007, requires the establishment of mandatory GHG reporting requirements. On September 22, 2009, the EPA issued the Final Mandatory Reporting of Greenhouse Gases Rule. The rule requires reporting of GHG emissions from large sources and suppliers in the United States, and is intended to collect accurate and timely emissions data to inform future policy decisions. Under the rule, suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions are required to submit annual reports to the EPA.

New Source Review. The EPA issued a final rule on May 13, 2010 that establishes thresholds for GHGs that define when permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities. This final rule “tailors” the requirements of these Clean Air Act permitting programs to limit which facilities will be required to obtain Prevention of Significant Deterioration and Title V permits. In the preamble to the revisions to the federal code of regulations, EPA states:

This rulemaking is necessary because without it the Prevention of Significant Deterioration and Title V requirements would apply, as of January 2, 2011, at the 100 or 250 tons per year levels provided under the Clean Air Act, greatly increasing the number of required permits, imposing undue costs on small sources, overwhelming the resources of permitting authorities, and severely impairing the functioning of the programs. EPA is relieving these resource burdens by phasing in the applicability of these programs to greenhouse gas sources, starting with the largest greenhouse gas emitters. This rule establishes two initial steps of the phase-in. The rule also commits the agency to take certain actions on future steps addressing smaller sources, but excludes certain smaller sources from Prevention of Significant Deterioration and Title V permitting for greenhouse gas emissions until at least April 30, 2016 (EPA 2010).

EPA estimates that facilities responsible for nearly 70 percent of the national GHG emissions from stationary sources will be subject to permitting requirements under this rule. This includes the nation’s largest GHG emitters—power plants, refineries, and cement production facilities.

Standards of Performance for Greenhouse Gas Emissions for New Stationary Sources: Electric Utility Generating Units. As required by a settlement agreement, the EPA proposed new performance standards for emissions of carbon dioxide for new affected fossil fuel-fired electric

utility generating units on March 27, 2012. New sources greater than 25 megawatt would be required to meet an output based standard of 1,000 pounds of carbon dioxide per megawatt-hour, based on the performance of widely used natural gas combined cycle technology.

Cap and Trade. Cap and trade refers to a policy tool where emissions are limited to a certain amount and can be traded, or provides flexibility on how the emitter can comply. Successful examples in the United States include the Acid Rain Program and the NO_x Budget Trading Program in the northeast. There is no federal cap and trade program currently; however, some states have joined to create initiatives to provide a mechanism for cap and trade.

The Regional Greenhouse Gas Initiative is an effort to reduce GHGs among the states of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New York, Rhode Island, and Vermont. Each state caps carbon dioxide emissions from power plants, auctions carbon dioxide emission allowances, and invests the proceeds in strategic energy programs that further reduce emissions, save consumers money, create jobs, and build a clean energy economy. The Initiative began in 2008.

The Western Climate Initiative partner jurisdictions have developed a comprehensive initiative to reduce regional GHG emissions to 15 percent below 2005 levels by 2020. The partners were originally California, British Columbia, Manitoba, Ontario, and Quebec. However, Manitoba and Ontario are not currently participating. California linked with Quebec's cap and trade system on January 1, 2014 and joint offset auctions have taken place in 2015 (C2ES 2015).

2.3.3 - State of California

Legislative Actions to Reduce GHGs

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation such as the landmark AB 32 California Global Warming Solutions Act of 2006 was specifically enacted to address GHG emissions. Other legislation such as Title 24 and Title 20 energy standards were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

AB 32. The California State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 was signed by Governor Schwarzenegger on September 27, 2006. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. "Greenhouse gases" as defined under AB 32 include carbon dioxide, methane, NO_x, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Since AB 32 was enacted, a seventh chemical, nitrogen trifluoride, has also been added to the list of GHGs. The ARB is the state agency charged with monitoring and regulating sources of GHGs in California. AB 32 Findings and Declarations states the following:

Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences,

damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

The ARB approved the 1990 GHG emissions level of 427 MMTCO₂e on December 6, 2007 (ARB 2007). Therefore, to meet the State's target, emissions generated in California in 2020 are required to be equal to or less than 427 MMTCO₂e. Emissions in 2020 (if emissions were permitted to grow at projected rates without regulatory reductions) were estimated to be 596 MMTCO₂e (ARB 2008a). At that rate, a 28.3 percent reduction was required to achieve the 427 million MTCO₂e 1990 inventory. In October 2010, ARB prepared an updated 2020 forecast to account for the effects of the 2008 recession and slower forecasted growth. The 2020 inventory without the benefits of adopted regulation is now estimated at 545 million MTCO₂e. Therefore, under the updated forecast, a 21.7 percent reduction from BAU is required to achieve 1990 levels (ARB 2010a).

Progress in Achieving AB 32 Targets and Remaining Reductions Required

The State has made steady progress in implementing AB 32 and achieving targets included in Executive Order S-3-05. The progress is shown in updated emission inventories for 2000 through 2012 (ARB 2014a). The State has achieved the Executive Order S-3-05 target for 2010 of reducing GHG emissions to 2000 levels. As shown below, the 2010 emission inventory achieved this target. Also shown are the average reductions needed from all statewide sources (including all existing sources) to reduce GHG emissions back to 1990 levels to achieve the AB 32 target.

- 1990: 427 million MTCO₂e (AB 32 2020 target)
- 2000: 463 million MTCO₂e (an average 8-percent reduction from 2000 needed to achieve 1990 base)
- 2010: 450 million MTCO₂e (an average 5-percent reduction needed to achieve 1990 base)

As described earlier in this section, 2010: 450 MMTCO₂e (an average 5-percent reduction needed to achieve 1990 base) ARB revised the 2020 BAU inventory forecast to account for new lower growth projections which resulted in a new lower reduction from BAU to achieve the 1990 base. The previous reduction from 2020 BAU needed to achieve 1990 levels was 28.3 percent and the latest reduction from 2020 BAU is 21.7 percent.

- 2020: 545 million MTCO₂e BAU forecast (an average 21.7-percent reduction from BAU needed to achieve 1990 base)

Under AB 32, the ARB published its Final Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California. The measures were enforceable by January 1, 2010. The 44 early action measures apply to the transportation, commercial, forestry, agriculture, cement, oil and gas, fire suppression, fuels, education, energy efficiency, electricity, and waste sectors. ARB has completed regulations implementing all Early Action Measures. The ARB estimated that the 44 recommendations will result in reductions of at least 42 MMTCO₂e by 2020, representing approximately 25 percent of the 2020 target. The Early Action Measures are complete.

ARB Scoping Plan. The ARB's Climate Change Scoping Plan (Scoping Plan) contains measures designed to reduce the State's emissions to 1990 levels by the year 2020 to achieve the targets established by AB 32 (ARB 2008a). The Scoping Plan identifies recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target. Each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors. As stated in the Scoping Plan, the key elements of the strategy for achieving the 2020 GHG target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

In addition, the Scoping Plan differentiates between "capped" and "uncapped" strategies. Capped strategies are subject to the proposed cap-and-trade program. The Scoping Plan states that the inclusion of these emissions within the cap-and-trade program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in the emission reduction estimates for any individual measure. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. Uncapped strategies that will not be subject to the cap-and-trade emissions caps and requirements are provided as a margin of safety by accounting for additional GHG emission reductions.

The ARB approved the First Update to the Scoping Plan (Update) on May 22, 2014. The Update identifies the next steps for California's climate change strategy. The Update shows how California continues on its path to meet the near-term 2020 GHG limit, but also sets a path toward long-term, deep GHG emission reductions. The report establishes a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050. The Update identifies progress made to meet the near-term objectives of AB 32 and defines California's climate change priorities and activities Climate for the next several years. The Update does not set new targets for the State, but describes a path that would achieve the long term 2050 goal of Executive Order S-05-03 for emissions to decline to 80 percent below 1990 levels by 2050 (ARB 2014b).

The ARB has no legislative mandate to set a target beyond the 2020 target from AB 32 or to adopt additional regulations to achieve a post-2020 target. The Update estimates that reductions averaging 5.2 percent per year would be required after 2020 to achieve the 2050 goal. With no estimate of future reduction commitments from the State, identifying a feasible strategy including plans and measures to be adopted by local jurisdictions is not currently possible.

Cap and Trade Program. The Cap and Trade Program is a key element of the Scoping Plan. It sets a statewide limit on sources responsible for 85 percent of California's greenhouse gas emissions, and establishes a price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy. The program is designed to provide covered entities the flexibility to seek out and implement the lowest cost options to reduce emissions. The program conducted its first auction in November 2012. Compliance obligations began for power plants and large industrial sources in January 2013. Other significant milestones include linkage to Quebec's cap and trade system in January 2014 and starting the compliance obligation for distributors of transportation fuels, natural gas, and other fuels in January 2015 (ARB 2015c).

SB 375 - the Sustainable Communities and Climate Protection Act of 2008. Passing the Senate on August 30, 2008, Senate Bill (SB) 375 was signed into law on September 30, 2008 by Governor Schwarzenegger. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits over 40 percent of the total GHG emissions in California. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: it (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

Concerning CEQA, SB 375, as codified in Public Resources Code Section 21159.28 states that CEQA findings determinations for certain projects are not required to reference, describe, or discuss (1) growth inducing impacts or (2) any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network if the project:

1. Is in an area with an approved sustainable communities strategy or an alternative planning strategy that the ARB accepts as achieving the greenhouse gas emission reduction targets.
2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies).
3. Incorporates the mitigation measures required by an applicable prior environmental document.

AB 1493 Pavley Regulations and Fuel Efficiency Standards. California AB 1493, signed by Governor Davis on July 22, 2002, required the ARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. On January 21, 2009, the ARB requested that the EPA reconsider its previous waiver denial. On January 26, 2009, President Obama directed that the EPA assess whether the denial of the waiver was appropriate. On June 30, 2009, the EPA granted the waiver request. On September 8, 2009, the U.S. Chamber of

Commerce and the National Automobile Dealers Association sued the EPA to challenge its granting of the waiver to California for its standards. California assisted the EPA in defending the waiver decision. The U.S. District Court for the District of Columbia denied the Chamber's petition on April 29, 2011. The EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011.

The standards phase in during the 2009 through 2016 model years. When fully phased in, the near-term (2009–2012) standards will result in about a 22-percent reduction compared with the 2002 fleet, and the mid-term (2013–2016) standards will result in about a 30-percent reduction. Several technologies stand out as providing significant reductions in emissions at favorable costs. These include discrete variable valve lift or camless valve actuation to optimize valve operation rather than relying on fixed valve timing and lift as has historically been done; turbocharging to boost power and allow for engine downsizing; improved multi-speed transmissions; and improved air conditioning systems that operate optimally, leak less, and/or use an alternative refrigerant.

The second phase of the implementation for the Pavley bill was incorporated into Amendments to the Low-Emission Vehicle Program referred to as LEV III or the Advanced Clean Cars program. The Advanced Clean Car program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation is intended to reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The new rules are designed to clean up gasoline and diesel-powered cars, and deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid electric vehicles and hydrogen fuel cell cars. The regulations are further intended to ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California.

SB 1368 – Emission Performance Standards. In 2006, the State Legislature adopted SB 1368, which was subsequently signed into law by the Governor Schwarzenegger. SB 1368 directs the California Public Utilities Commission to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. Because of the carbon content of its fuel source, a coal-fired plant cannot meet this standard because such plants emit roughly twice as much carbon as natural gas, combined cycle plants. Accordingly, the new law will effectively prevent California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. The California Public Utilities Commission adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation of 1,100 lbs CO₂ per megawatt-hour (MWh) of electricity from facilities owned by, or under long-term contract to, publicly owned utilities.

SB 1078 - Renewable Electricity Standards. On September 12, 2002, Governor Gray Davis signed SB 1078 requiring California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard

target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Governor Schwarzenegger also directed the ARB (Executive Order S-21-09) to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020. The ARB Board approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23.

SBX 7-7 – The Water Conservation Act of 2009. The legislation directs urban retail water suppliers to set individual 2020 per capita water use targets and begin implementing conservation measures to achieve those goals. Meeting this statewide goal of 20 percent decrease in demand will result in a reduction of almost 2 million acre-feet in urban water use in 2020.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs through the use of Executive Orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05. Former California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S 3-05, the following reduction targets for GHG emissions:

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

The State achieved the 2010 Executive Order S-3-05 target and is on track to achieve the 2020 target. The 2050 target currently has no legislative mandate or a Scoping Plan strategy to achieve the target. The 2014 First Update to the Scoping Plan lays a foundation for establishing a framework for achieving post-2020 targets, but has no mandate to implement a regulatory program as was authorized by AB 32 for the 2020 target

Executive Order B-30-15. On April 29, 2015, Governor Brown issued an executive order to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor's executive order aligns California's GHG reduction targets with those of leading international governments ahead of the United Nations Climate Change Conference in Paris late 2015. The executive order sets a new interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050 and directs the ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of MMTCO₂e. The executive order also requires the State's climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. As with Executive Order S-3-05, this executive order is not legally enforceable for local governments and the private sector. Legislation that would update AB 32 to make post 2020 targets and requirements a mandate are in process in the State Legislature.

Executive Order S-01-07 - Low Carbon Fuel Standard. Governor Schwarzenegger signed Executive Order S 01-07 on January 18, 2007. The order mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. In

particular, the executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, the ARB, the University of California, and other agencies to develop and propose protocols for measuring the “life-cycle carbon intensity” of transportation fuels. This analysis supporting development of the protocols was included in the State Implementation Plan for alternative fuels (State Alternative Fuels Plan adopted by California Energy Commission on December 24, 2007) and was submitted to ARB for consideration as an “early action” item under AB 32. The ARB adopted the Low Carbon Fuel Standard on April 23, 2009.

The Low Carbon Fuel Standard was challenged in the United States District Court in Fresno in 2011. The court’s ruling issued on December 29, 2011 included a preliminary injunction against ARB’s implementation of the rule. The Ninth Circuit Court of Appeals stayed the injunction on April 23, 2012 pending final ruling on appeal, allowing the ARB to continue to implement and enforce the regulation. The 9th Circuit’s decision filed September 18, 2013, vacated the preliminary injunction. In essence, the court held that Low Carbon Fuel Standards adopted by ARB were not in conflict with federal law. On August 8, 2013, the Fifth District Court of Appeal (California) ruled ARB failed to comply with CEQA and the Administrative Procedure Act (APA) when adopting regulations for Low Carbon Fuel Standards. In a partially published opinion, the Court of Appeal reversed the trial court’s judgment and directed issuance of a writ of mandate setting aside Resolution 09-31 and two executive orders of ARB approving LCFS regulations promulgated to reduce GHG emissions. However, the court tailored its remedy to protect the public interest by allowing the LCFS regulations to remain operative while ARB complies with the procedural requirements it failed to satisfy.

To address the Court ruling, ARB was required to bring a new LCFS regulation to the Board for consideration in February 2015. ARB held the first public hearing as required on February 19, 2015. The proposed LCFS regulation was required to contain revisions to the 2010 LCFS as well as new provisions designed to foster investments in the production of the low-carbon fuels, offer additional flexibility to regulated parties, update critical technical information, simplify and streamline program operations, and enhance enforcement. The second public hearing for the new LCFS regulation was held on September 24 and 25, 2015, during which the LCFS Regulation was adopted. The Final Rulemaking Package adopting the regulation was filed with the Office of Administrative Law (OAL) on October 2, 2015. The OAL has until November 16, 2015 to make a determination (ARB 2015).

Executive Order S-13-08. Executive Order S-13-08 states that “climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California’s economy, to the health and welfare of its population and to its natural resources.” Pursuant to the requirements in the order, the 2009 California Climate Adaptation Strategy (California Natural Resources Agency 2009) was adopted, which is the “. . . first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States.” Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations. California Code of Regulations, Title 20: Division 2, Chapter 4, Article 4, Sections 1601-1608: Appliance Efficiency Regulations regulates the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non-federally regulated appliances. Twenty-three categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the State and those designed and sold exclusively for use in recreational vehicles or other mobile equipment (CEC 2012).

Title 24 Energy Efficiency Standards. California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The newest version of Title 24 was adopted by the California Energy Commission (CEC) on May 31, 2012. The standards became effective on July 1, 2014. The CEC is currently in the process of preparing the 2016 Building Energy Efficiency Standards that are schedule to go into effect on January 1, 2016.

Title 24 California Green Building Standards Code (California Code of Regulations, Title 24 , Part 11: California Green Building Standards Code) or CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect January 1, 2011 administered by the California Building Standards Commission. The code was updated on a regular basis with the 2013 California Green Building Code Standards that were effective January 1, 2014. It does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. The Code recognizes that many jurisdictions have developed existing construction and demolition ordinances, and defers to them as the ruling guidance provided they establish a minimum 50-percent diversion requirement. The code also provides exemptions for areas not served by construction and demolition recycling infrastructure. The State building code provides the minimum standard that buildings must meet in order to be certified for occupancy. Enforcement is generally through the local building official.

The California Green Building Standards Code (California Code of Regulations Title 24, Part 11 code) requires:

- **Short-term bicycle parking.** If a commercial project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack (5.106.4.1.1).

- **Long-term bicycle parking.** For buildings with over 10 tenant-occupants, provide secure bicycle parking for 5 percent of tenant-occupied motorized vehicle parking capacity, with a minimum of one space (5.106.4.1.2).
- **Designated parking.** Provide designated parking in commercial projects for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- **Recycling by occupants.** Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of nonhazardous materials for recycling (5.410.1).
- **Construction waste.** A minimum 50-percent diversion of construction and demolition waste from landfills, increasing voluntarily to 65 and 80 percent for new homes and 80-percent for commercial projects. (5.408.1, A5.408.3.1 [nonresidential], A5.408.3.1 [residential]). All (100 percent) of trees, stumps, rocks and associated vegetation and soils resulting from land clearing shall be reused or recycled (5.408.3).
- **Wastewater reduction.** Each building shall reduce the generation of wastewater by one of the following methods:
 1. The installation of water-conserving fixtures or
 2. Using nonpotable water systems (5.303.4).
- **Water use savings.** 20-percent mandatory reduction in indoor water use with voluntary goal standards for 30, 35 and 40-percent reductions (5.303.2, A5303.2.3 [nonresidential]).
- **Water meters.** Separate water meters for buildings in excess of 50,000 square feet or buildings projected to consume more than 1,000 gallons per day (5.303.1).
- **Irrigation efficiency.** Moisture-sensing irrigation systems for larger landscaped areas (5.304.3).
- **Materials pollution control.** Low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring and particleboard (5.404).
- **Building commissioning.** Mandatory inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies (5.410.2).

Model Water Efficient Landscape Ordinance. The Model Water Efficient Landscape Ordinance (Ordinance) was required by AB 1881, the Water Conservation Act. The bill required local agencies to adopt a local landscape ordinance at least as effective in conserving water as the Model Ordinance by January 1, 2010. Reductions in water use of 20 percent consistent with (SBX-7-7) 2020 mandate are expected upon compliance with the ordinance. Governor Brown's Drought Executive Order of April 1, 2015 (EO B-29-15) directed DWR to update the Ordinance through expedited regulation. The California Water Commission approved the revised Ordinance on July 15, 2015 effective December 15, 2015. New development projects that include landscape areas of 500 square feet or more are subject to the Ordinance. The update requires:

- More efficient irrigation systems
- Incentives for graywater usage
- Improvements in on-site stormwater capture
- Limiting the portion of landscapes that can be planted with high water use plants
- Reporting requirements for local agencies.

ARB Refrigerant Management Program. The ARB adopted a regulation in 2009 to reduce refrigerant GHG emissions from stationary sources through refrigerant leak detection and monitoring, leak repair, system retirement and retrofitting, reporting and recordkeeping, and proper refrigerant cylinder use, sale, and disposal. The regulation is set forth in sections 95380 to 95398 of Title 17, California Code of Regulations. The rules implementing the regulation establish a limit on statewide GHG emissions from stationary facilities with refrigeration systems with more than 50 pounds of a high GWP refrigerant. The refrigerant management program is designed to (1) reduce emissions of high-GWP GHG refrigerants from leaky stationary, non-residential refrigeration equipment; (2) reduce emissions from the installation and servicing of refrigeration and air-conditioning appliances using high-GWP refrigerants; and (3) verify GHG emission reductions.

SB 97 and the CEQA Guidelines Update. Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code. The code states “(a) On or before July 1, 2009, the Office of Planning and Research shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of GHG emissions or the effects of GHG emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the Office of Planning and Research pursuant to subdivision (a).” Section 21097 was also added to the Public Resources Code. It provided CEQA protection until January 1, 2010 for transportation projects funded by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 or projects funded by the Disaster Preparedness and Flood Prevention Bond Act of 2006, in stating that the failure to analyze adequately the effects of GHGs would not violate CEQA. The Natural Resources Agency completed the approval process and the Amendments became effective on March 18, 2010 (2010 CEQA Amendments).

A new section, CEQA Guidelines Section 15064.4, was added to assist agencies in determining the significance of GHG emissions. The new section allows agencies the discretion to determine whether a quantitative or qualitative analysis is best for a particular project. However, little guidance is offered on the crucial next step in this assessment process—how to determine whether the project’s estimated GHG emissions are significant or cumulatively considerable.

Also amended were CEQA Guidelines Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts respectively. GHG mitigation measures are referenced in general terms, but no specific measures are championed. The revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze GHG emissions in an EIR when a project’s incremental contribution of emissions may be cumulatively considerable. It does not, however, answer the question of when emissions should be deemed cumulatively considerable, nor does it provide a specific threshold of significance.

Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to Section 15183.5(b).

In addition, the amendments revised Appendix F of the CEQA Guidelines, which focuses on Energy Conservation. The sample environmental checklist in Appendix G was amended to include GHG questions.

2.3.4 - San Joaquin Valley Air Pollution Control District

Climate Change Action Plan

On August 21, 2008, the SJVAPCD Governing Board approved a proposal called the Climate Change Action Plan (CCAP). The CCAP began with a public process bringing together stakeholders, land use agencies, environmental groups, and business groups to conduct public workshops to develop comprehensive policies for CEQA guidelines, a carbon exchange bank, and voluntary GHG emissions mitigation agreements for the Governing Board's consideration. The CCAP contains the following goals and actions:

Goals

1. Assist local land-use agencies with CEQA issues relative to projects with greenhouse gas emissions increases.
2. Assist Valley businesses in complying with mandates of AB 32.
3. Ensure that climate protection measures do not cause increases in toxic or criteria pollutants that adversely impact public health or environmental justice communities.

Actions

1. Authorize the Air Pollution Control Officer to develop greenhouse gas significance threshold(s) or other mechanisms to address CEQA projects with greenhouse gas emissions increases. Begin the requisite public process, including public workshops, and develop recommendations for Governing Board consideration in the spring of 2009.
2. Authorize the Air Pollution Control Officer to develop necessary regulations and instruments for establishment and administration of the San Joaquin Valley Carbon Exchange Bank for voluntary greenhouse gas reductions created in the Valley. Begin the requisite public process, including public workshops, and develop recommendations for Governing Board consideration in spring 2009.
3. Authorize the Air Pollution Control Officer to enhance the District's existing criteria pollutant emissions inventory reporting system to allow businesses subject to AB 32 emission reporting requirements to submit simultaneous streamlined reports to the District and the state of California with minimal duplication.

4. Authorize the Air Pollution Control Officer to develop and administer voluntary greenhouse gas emission reduction agreements to mitigate proposed greenhouse gas increases from new projects.
5. Direct the Air Pollution Control Officer to support climate protection measures that reduce greenhouse gas emissions as well as toxic and criteria pollutants. Oppose measures that result in a significant increase in toxic or criteria pollutant emissions in already impacted areas.

Air District CEQA GHG Guidance

On December 17, 2009, the SJVAPCD Governing Board adopted “Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA,” and the policy “District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency.” The SJVAPCD concluded that the existing science is inadequate to support quantification of the impacts that project-specific GHG emissions have on global climatic change. The SJVAPCD found that the effects of project-specific emissions to be cumulative, and without mitigation, their incremental contribution to global climatic change could be considered cumulatively considerable. The SJVAPCD found that this cumulative impact is best addressed by requiring all projects to reduce their GHG emissions, whether through project design elements or mitigation.

The SJVAPCD’s approach is intended to streamline the process of determining if project-specific GHG emissions would have a significant effect. Projects exempt from the requirements of CEQA, and projects complying with an approved plan or mitigation program would be determined to have a less than significant cumulative impact. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources and have a certified final CEQA document.

For non-exempt projects, those projects for which there is not an applicable approved plan or program, or those projects not complying with an approved plan or program, the lead agency would evaluate the project against performance-based standards and would require the adoption of design elements, known as Best Performance Standards (BPS), to reduce GHG emissions. The BPS have not yet fully been established, though they must be designed to effect a 29-percent reduction when compared with the BAU projections identified in ARB’s AB 32 Scoping Plan.

The BPS thus would carry with them pre-quantified emissions reductions, eliminating the need for project-specific quantification. Therefore, projects incorporating BPS would not require specific quantification of GHG emissions, and automatically would be determined to have a less than significant cumulative impact for GHG emissions.

For stationary source permitting projects, BPS means, “The most stringent of the identified alternatives for control of GHG emissions, including type of equipment, design of equipment and operational and maintenance practices, which are achieved-in-practice for the identified service, operation, or emissions unit class.” The SJVAPCD has identified BPS for the following sources: boilers; dryers and dehydrators; oil and gas extraction, storage, transportation, and refining operations; cogeneration; gasoline dispensing facilities; volatile organic compound control technology; and steam generators.

For development projects, BPS means, “Any combination of identified GHG emission reduction measures, including project design elements and land use decisions that reduce project-specific GHG emission reductions by at least 29 percent compared with business as usual.”

Projects not incorporating BPS, or projects incorporating BPS for which the lead agency has determined an environmental impact report is required, are required to qualify the GHG emissions and demonstrate that BAU GHG emissions have been reduced or mitigated by 29 percent. As stated earlier, the ARB’s adjusted inventory reduced the amount required by the State to achieve 1990 emission levels from 29 percent to 21.7 percent to account for slower growth experienced since the 2008 recession. Therefore, this analysis could use a 21.7-percent threshold. However, it uses the 29-percent reduction threshold as a conservative approach.

San Joaquin Valley Carbon Exchange

The SJVAPCD initiated work on the San Joaquin Valley Carbon Exchange in November 2008. The purpose of the carbon exchange is to quantify, verify, and track voluntary GHG emissions reductions generated within the San Joaquin Valley. However, the SJVAPCD has pursued an alternative strategy that incorporates the GHG emissions into its existing Rule 2301 – Emission Reduction Credit Offset Banking that formerly only addressed criteria pollutants.

Rule 2301

While the CCAP indicated that the GHG emission reduction program would be called the San Joaquin Valley Carbon Exchange, the District later decided to incorporate a method to register voluntary GHG emission reductions into its existing Rule 2301- Emission Reduction Credit Banking through amendments of the rule. Amendments to the rule were adopted on January 19, 2012. The purposes of the amendments to the rule include the following:

- Provide an administrative mechanism for sources to bank voluntary GHG emission reductions for later use.
- Provide an administrative mechanism for sources to transfer banked GHG emission reductions to others for any use.
- Define eligibility standards, quantitative procedures, and administrative practices to ensure that banked GHG emission reductions are real, permanent, quantifiable, surplus, and enforceable.

The SJVAPCD is also participating with the California Air Pollution Control Officers Association (CAPCOA), of which it is a member, in the CAPCOA Greenhouse Gas Reduction Exchange (GHG Rx). The GHG Rx is operated cooperatively by air districts that have elected to participate. Participating districts have signed a Memorandum of Understanding with CAPCOA and agree to post only those credits that meet the Rx standards for quality. The objective is to provide a secure, low-cost, high-quality, greenhouse gas exchange for credits created in California. The GHG Rx is intended to help fulfill compliance obligations, or mitigation needs of local projects subject to environmental review, reducing the uncertainty of using credits generated in distant locations. The SJVAPCD currently has no credits posted to the GHG Rx (CAPCOA 2015).

2.3.5 - Local Policies and Regulations

The City of Porterville does not currently have formal GHG emissions reduction plans or recommended emissions thresholds for determining significance associated with GHG emissions from development projects.

General Plan

The City of Porterville adopted its 2030 General Plan on March 4, 2008. The 2030 General Plan includes the following applicable goals and policies related to improving air quality that may also co-benefit climate change impacts:

Land Use Element

- **LU-G-3:** Promote sustainability in the design and development of public and private development projects.
- **LU-G-11:** Foster strong, visually attractive regional commercial centers with a mix of tenants to serve both local and regional needs.
- **LU-I-20:** Establish standards for pedestrian-oriented design in neighborhood centers. Pedestrian-oriented design standards may include, but would not be limited to:
 - Limitations on maximum block length;
 - Minimum sidewalk width;
 - Required streetscape improvements, including street trees;
 - Building height and articulation;
 - Building setbacks;
 - Location of entries; and
 - Parking location and required landscaping.

The City also may provide additional incentives for projects that contribute to the pedestrian, bicycle and transit networks, and/or the open space network.

Circulation Element

- **C-G-3:** Make efficient use of existing transportation facilities and, through coordinated land use planning, strive to improve accessibility to shops, schools, parks and employment centers and reduce total vehicle miles traveled per household to minimize vehicle emissions and save energy.
- **C-I-2:** Require all new developments to provide right-of-way and improvements consistent with the General Plan street designations and City street section standards.
- **C-I-3:** Provide for greater street connectivity by:
 - Incorporating in subdivision regulations requirements for a minimum number of access points to existing local or collector streets for each development;
 - Encouraging roundabouts over signals, where feasible and appropriate;
 - Requiring the bicycle and pedestrian connections from cul-de-sacs to nearby public areas and main streets; and
 - Requiring new residential communities on undeveloped land planned for urban uses to provide stubs for future connections to the edge of the property line. Where stubs exist on adjacent properties, new streets within the development should connect to these stubs.

- **C-G-8:** Promote the use of public transit for daily trips to schools and work and for other purposes.
- **C-G-9:** Promote the use of bicycles to alleviate vehicle traffic and improve public health.
- **C-G-10:** Promote pedestrian activity.
- **C-I-21:** Develop a series of continuous walkways within new office parks, commercial districts, and residential neighborhoods so they connect to one another.

Open Space & Conservation Element

- **OSC-G-9:** Improve and protect Porterville's air quality by making air quality a priority in land use and transportation planning and in development review.
- **OSC-I-58:** Continue to assess air quality impacts through environmental review and require developers to implement best management practices to reduce air pollutant emissions associated with the construction and operation of development projects.

The City will use the San Joaquin Valley Air Pollution Control District (SJVAPCD) Guidelines for Assessing and Mitigating Air Quality Impacts for determining and mitigating project air quality impacts and related thresholds of significance for use in environmental documents. The City shall cooperate with the SJVAPCD in the review of development proposals.

BMPs could include transportation demand management strategies for large development projects such as:

- Providing bicycle access and parking facilities;
- Providing preferential parking for high-occupancy vehicles, carpools, or alternative fuels vehicles;
- Establishing telecommuting programs or satellite work centers;
- Allowing alternative work schedules;
- Subsidizing public transit costs for employee; and
- Scheduling deliveries at off-peak traffic periods.
- **OSC-I-61:** Coordinate air quality planning efforts with other local, regional and State agencies.
- **OSC-G-10:** Reduce and conserve energy use in existing and new commercial, industrial, and public structures.
- **OSC-I-66:** Adopt guidelines and incentives for using green building standards in new construction. Green building design guidelines may include required and recommended "green" design and construction strategies including: Building Site and Form, Natural Heating or Cooling, transportation, Building Envelope and Space Planning, Building Materials, Water Systems, Electrical Systems, HVAC Systems, Construction Management, and Commissioning.

SECTION 3: MODELING PARAMETERS AND ASSUMPTIONS

3.1 - Model Selection

Greenhouse gas emissions can be estimated by using emission factors and a level of activity. Emission factors are the emission rate of a pollutant given the activity over time; for example, grams of CO₂ per horsepower hour for offroad construction equipment and grams of CO₂ per mile for motor vehicles. The ARB has compiled emission factors for on-road mobile vehicles/trucks in the EMFAC mobile source emissions model and emission factors for off-road equipment and vehicles in the OFFROAD emissions model. An air emissions model (or calculator) combines the emission factors and the various levels of activity and outputs the emissions for the various pieces of equipment.

The emissions modeling for the project incorporated in the 2011 RDEIR used the URBEMIS 2007 version 9.2.4, which was recommended for use by the SJVAPCD at the time the modeling was conducted. Other source categories were estimated using spreadsheet calculations for emissions not yet incorporated into the model. The PRDEIR uses the most current version of California Emissions Estimator Model (CalEEMod), CalEEMod version 2013.2.2, to estimate project-generated construction and operational GHG emissions.

The CalEEMod was developed by the SCAQMD in cooperation with other air districts throughout the State. CalEEMod is designed as a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with construction and operation from a variety of land uses. CalEEMod replaces the URBEMIS model used in the previous GHG analysis, which is no longer accepted for use in the San Joaquin Valley.

CalEEMod also includes a mitigation component that quantifies emission reductions from mitigation measures and project design features. The mitigation quantification calculations in CalEEMod are based on the procedures contained in CAPCOA's report, Quantifying Greenhouse Gas Mitigation Measures. The CAPCOA report and its implementation in the CalEEMod model are more robust than the mitigation component in URBEMIS used in the 2011 RDEIR and produces more conservative results.

3.2 - Construction

SJVAPCD guidance does not recommend including construction emissions in the GHG analysis because the emissions are considered temporary and will not occur in the AB 32 2020 target year. As a conservative assumption, some air districts recommend amortizing construction emissions over 30 years and adding the results to the operational emissions. This analysis includes the amortized emissions in determining project significance.

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and prevailing weather conditions. Construction emissions result from on-site and off-site activities. On-site construction emissions principally consist of exhaust emissions from the activity levels of heavy-duty construction equipment, motor vehicle operation, and fugitive

dust (mainly PM₁₀) from disturbed soil. Off-site emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust (PM₁₀ and PM_{2.5}). For GHG analysis, only exhaust emissions modeling results are used. This section details the phasing and construction equipment assumptions used within the emissions analysis.

3.2.1 - Construction Phasing

The project is assumed to be constructed in a single phase beginning in August 2017 and concluding in May 2018 when the project would become operational. The applicant provided an updated construction start date, duration, and operational date. A project-specific construction equipment list is not currently known. CalEEMod default construction equipment schedule and equipment activity are based on construction site surveys for sites of different sizes. CalEEMod includes adjustment factors that factor in difference in project sizes compared to the survey data. The assumptions for sequence and duration of construction activities used in the analysis are shown below.

Site Preparation

Site preparation includes activities such as clearing and grubbing to prepare the site for grading. CalEEMod default equipment and activities days were used in the analysis.

Grading

Grading includes activities required to prepare the site for building construction such as pads and roads, and trenching for utilities. CalEEMod default values for equipment and days of activity were used in the analysis.

Building Construction

The CalEEMod default construction phase durations consist of 370 working days. The applicant's estimate for the building construction phase is 113 working days. To account for the shorter than default schedule for building construction, the number of each type of equipment used and the daily hours of operation were adjusted to conserve the total horsepower hours to remain consistent with the default estimates.

Paving

The project's parking lot and access roads will require paving. CalEEMod default values for equipment and days of activity were used in the analysis.

Architectural Coatings

Painting the interior and exterior of project buildings will require the use of compressors and will generate construction employee commute trips by paint crews. CalEEMod default values for equipment and days of activity were used in the analysis.

Construction Equipment List and Operating Assumptions

Project construction equipment assumptions are shown in Table 3. The activity for construction equipment is based on the horsepower and load factors of the equipment. Horsepower is a measure of the amount of work that an engine is capable of performing at maximum output. The load factor is the average power of a given piece of equipment while in operation compared with its maximum rated horsepower. A load factor of 1.0 indicates that a piece of equipment continually operates at its maximum operating capacity. This analysis uses the CalEEMod default horsepower ratings and load factors for off-road equipment.

Table 3: Construction Equipment Assumptions

Activity	Equipment	Quantity	Hours per day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	3	8	255	0.40
	Tractors/Loaders/Backhoes	4	8	97	0.37
Grading	Excavators	2	8	162	0.38
	Graders	1	8	174	0.41
	Rubber Tired Dozers	1	8	255	0.40
	Scrapers	2	8	361	0.48
	Tractors/Loaders/Backhoes	2	8	97	0.37
Building Construction	Cranes	3	7.6	226	0.29
	Forklifts	10	7.9	89	0.20
	Generator Sets	4	6.5	84	0.74
	Tractors/Loaders/Backhoes	9	7.6	97	0.37
	Welders	4	6.5	46	0.45
Paving	Pavers	2	8	125	0.42
	Paving Equipment	2	8	130	0.36
	Rollers	2	8	80	0.38
Architectural Coatings	Air Compressors	1	6	78	0.48
Source: CalEEMod 2015 and FirstCarbon Solutions.					

Construction Equipment Emission Factors

Construction equipment emission factors included in CalEEMod are based on the statewide averages for the age and emission tier level of the equipment from ARB's OFFROAD model. Equipment tier levels refer to the emission standards established by the EPA and ARB that apply to diesel engines used in off-road equipment. The "tier" of an engine depends on the model year and horsepower rating; generally, the newer a piece of equipment is, the higher tier it is likely to have. Excluding engines greater than 750 horsepower, Tier 1 engines were manufactured generally between 1996 and 2003. Tier 2 engines were manufactured between 2001 and 2007. Tier 3 engines were manufactured between 2006 and 2011. Tier 4 engines are the newest and some incorporate hybrid

electric technology; they were manufactured after 2007 for the first engines subject to the regulation with different horsepower ranges phased in each year (SCAQMD 2011b).

CalEEMod contains an inventory of construction equipment that incorporates estimates of the number of equipment, their age, their horsepower, and equipment tier from which emission rates are developed. The CalEEMod 2013.2.2 default construction fleet mix was used in this analysis for estimating emissions from on-site construction equipment.

Construction Off-site (Onroad) Trips

CalEEMod has three categories of onroad trips: worker trips, hauling trips, and vendor trips. Hauling trips would include soils hauling and demolition materials hauling. Vendor trips are materials delivery, including concrete delivery. The following data and assumptions were used for onroad trips.

Worker Trips: Worker trips are accounted for based on 1.25 trips per piece of equipment (the CalEEMod default). The CalEEMod default worker trip length of 10.8 miles was used for employee trips.

Hauling Trips: No demolition of existing buildings and pavement is required and soil import or export is required. Therefore, no hauling emissions would be generated by the project. Trip delivering materials are included under vendor trips.

Vendor Trips: Building construction would require delivery of materials. CalEEMod defaults for vendor trips for deliveries to the site were utilized.

A summary of the construction related trips is provided in Table 4. Note that the total number of off-site construction trips would not necessarily occur on the same day, since the various construction activities would vary each day. In addition, worker and vendor trips are reflected as a daily trip rate, whereas hauling trips are reflected as total trips.

Table 4: Construction Off-site Trips

Activity	Construction Trips per Day		Total Trips
	Worker	Vendor	Haul
Site Preparation	18	0	0
Grading	20	0	0
Building Construction	378	155	0
Paving	15	0	0
Architectural Coatings	76	0	0
Source: CalEEMod 2013 (See Appendix A: Modeling Results).			

3.3 - Operation and Maintenance Activities

Operational emissions are those emissions that occur during operation of the project. The major sources are summarized below.

3.3.1 - Motor Vehicles

Motor vehicle GHG emissions refer to exhaust emissions from the automobiles and trucks that would travel to and from the project site and when the engines are idling. Motor vehicle emissions were estimated using CalEEMod 2013 Version 2.2. The operational trip generation rates for the Walmart store and the outlots are shown in Table 5. The trip generation rates are from the project-specific Riverwalk Marketplace Phase 2 Traffic Study prepared by Ruettggers & Schuler. The traffic study includes an estimate of 15 percent passby trips. Passby trips are trips by vehicles already traveling by the project site that do not add new trips to the road network. CalEEMod accounts for only the GHG emissions from passby trips related to vehicle starts and resting losses.

Table 5: Project Trip Generation

Land Use	Building Size (sq.ft. x 1,000)	Trips per 1,000 sq.ft.	Trip Generation
Free-Standing Discount Superstore (ITE Code 813) (Walmart)	161.60	48.90	7,902
Internal Capture of 13%	—	—	1,027
Net Daily Trips	—	—	6,875
Adjusted Trip Rate (trips/1,000 sq.ft.)	—	—	42.54
Shopping Center (ITE Code 820)(Other Pads)	41.25	92.58	3,819
Internal Capture of 13%	—	—	496.47
Net Daily Trips	—	—	3,323
Adjusted Trip Rate (trips/1,000 sq.ft.)	—	—	80.54
Notes: Weekday trip generation applied to Saturday and Sunday. Traffic study trip rates from ITE fitted curve equations. sq. ft. = square feet Source: Ruettggers & Schuler, 2010 Traffic Study for Riverwalk Marketplace Phase II			

The analysis uses project-specific truck trip generation rates to reflect the numbers and types of trucks that service similar Walmart stores and other retail uses included in the shopping center. The tenants in the other retail uses have not been determined, so conservatively high truck trip generation rates were used for the analysis. The vehicle fleet mix is defined as the mix of motor vehicle classes used during the operation of the project. Emission factors are assigned to the expected vehicle mix as a function of vehicle class, speed, and fuel use (gasoline and diesel-powered vehicles). The CalEEMod default vehicle fleet mix was modified to reflect the project-specific truck trip generation rates for the project. The estimated number of daily truck deliveries and two-way

trips for the Walmart store and the other development pads is provided in Table 6. Truck trips generated by the project were modeled in separate CalEEMod runs.

Table 6: Project Average Daily Truck Deliveries and Trips during Operations

Building	Vehicle Class	Truck Deliveries Per Day	Truck Trips per day
Walmart	4+ Axle Heavy-Duty Truck with TRU	2	4
	4+ Axle Heavy-Duty Truck without TRU	6	12
	2-Axle Heavy-Duty Truck	9	18
Shopping Center Outlots	4+ Axle Heavy-Duty Truck	4	8
	2-Axle Heavy-Duty Truck	8	16
Notes: 2 axle vehicles are represented by the EMFAC medium heavy duty vehicle class; 4+ axle vehicles are represented by the EMFAC heavy-heavy duty vehicle class; all heavy duty vehicles are assumed to be diesel-fueled TRU = transport refrigeration unit Source: DEIR Project Description and FCS estimates from similar shopping center projects.			

Electricity

Electricity used by the project (for cooling, lighting, etc.) would be generated by fossil-fueled power plants that emit GHGs. CalEEMod was used to estimate project emissions from electricity use.

Electricity Emission Factor

The BAU electricity emission factors for the project (emissions without the reductions from the Renewable Portfolio Standard (RPS) are based on the following Southern California Edison (SCE) emission factor from the Local Government Operations Protocol:

- Carbon dioxide: 665.72 pounds per megawatt hour (lbs/MWh)
- Methane: 0.029 lbs/MWh
- Nitrous oxide: 0.006 lbs/MWh

The analysis assumes that the utility would comply with the Renewable Electricity Standards and would achieve the requirement by 2020. The Renewable Electricity Standard requires that electricity providers include a minimum of 33 percent renewable energy in their portfolios by the year 2020. In 2005, SCE had 17.7 percent renewable energy in its portfolio (California Public Utilities Commission 2011). In order to determine the 2020 emission factor in lbs/MWh, the baseline factor from which to subtract the 33 percent renewable fraction must be determined. The emission factor in 2005 including the 17.7 percent renewable portfolio fraction is 665.72 lbs/MWh. The emission factor for the non-renewable fraction in 2005 was 808.89 lbs/MWh. Using the 808.89 lbs/MWh emission factor as the starting point from which to calculate the 33 percent renewable portfolio emission factor results in a 2020 emission factor of 541.95 lbs/MWh.

The required 33 percent reduction is anticipated by the year 2020. The emission factors for 2020, therefore, are estimated by reducing the unadjusted 2005 emission factors by 15.3 percent and are as follows:

- Carbon dioxide: 541.96 lbs/MWh
- Methane: 0.022 lbs/MWh
- Nitrous oxide: 0.005 lbs/MWh

Electricity Consumption

CalEEMod has three categories for electricity consumption: electricity that is impacted by Title 24 regulations, non-Title 24 electricity, and lighting. Title 24 uses are defined as the major building envelope systems covered by California Building Code Title 24 Part 6, such as space heating, space cooling, water heating, and ventilation. Lighting is defined separately, since it can be both part and not part of Title 24. Since lighting is not considered as part of the building envelope energy budget, CalEEMod does not consider lighting to have any further association with Title 24 references in the program. Non-Title 24 includes everything else, such as appliances and electronics. In order to properly divide the total electricity consumption into the three categories, the percentage for each category is determined by using percentages derived from the CalEEMod default electricity intensity.

Natural Gas

There would be emissions from the combustion of natural gas used for the project (water heaters, heat, etc.). CalEEMod has two categories for natural gas consumption: Title 24 and non-Title 24. For free standing discount superstore in Climate Zone 7, approximately 85 percent of the natural gas consumption is impacted by Title 24 regulations, for a high turn-over restaurant and fast-food restaurant with drive-through, approximately 20 percent of the natural gas consumption is impacted by Title 24 (see Appendix D, Table 8.1 of the CalEEMod user's manual).

Energy Efficiency

The 2013 Title 24 Standard requires a 30 percent energy efficiency improvement compared to the previous 2008 Title 24 Standard for non-residential construction. 2013 Title 24 requires "solar-ready roofs" to accommodate future installation of solar photovoltaic panels, among other measures. The energy efficiency attributable to compliance with Title 24 Standards is incorporated into the emissions modeling through the 'mitigation' module because the current version of CalEEMod only incorporates emission factors from the 2008 Title 24 standards. However, Title 24 compliance is mandatory and, as such, is not considered mitigation under CEQA.

Water and Wastewater

Greenhouse gas emissions would result from the use of electricity to pump water to the project and to treat wastewater. The water usage volumes for the project land use types were estimated using CalEEMod default values. Note that the California Green Building Code requires reductions in indoor water consumption, as described in "Regulatory Environment." Because the current version of CalEEMod has not yet incorporated the reductions from this regulation into the emission factors,

compliance with the Green Building Code requirements is applied as “mitigation” in the model, although regulatory compliance is not considered mitigation under CEQA.

Refrigerants

Refrigerants would be used in project refrigerators and display cases. In addition, refrigerants are used in air conditioning systems for space cooling. Refrigerants are hydrofluorocarbons, which have a high global warming potential ranging from around 1,000 to 3,000. The analysis uses ARB emission factors for refrigerants in spreadsheet calculations based on the equipment installed in Walmart Supercenters. The analysis takes into account reductions from compliance with the state regulation, High Global Warming Potential Stationary Source Refrigerant Management Program.

Solid Waste

Greenhouse gas emissions would be generated from the decomposition of solid waste generated by the project. CalEEMod was used to estimate the GHG emissions from this source. The CalEEMod default for the following mix of landfill types:

- Landfill no gas capture: 6%
- Landfill capture gas flare: 94%
- Landfill capture gas energy recovery: 0%

Vegetation

There is currently little carbon sequestration occurring on-site. The project would plant trees and integrate landscaping into the project design, thereby increasing carbon sequestration. However, the number of trees to be planted is unknown; therefore, emissions due to carbon sequestration were not included.

SECTION 4: GREENHOUSE GAS IMPACT ANALYSIS

4.1 - Thresholds of Significance

CEQA Guidelines define a significant effect on the environment as “a substantial, or potentially substantial, adverse change in the environment.” To determine if a project would have a significant impact on GHGs, the type, level, and impact of emissions generated by the project must be evaluated.

The following greenhouse gas significance thresholds are contained in Appendix G of the CEQA Guidelines, which were amendments adopted into the Guidelines on March 18, 2010, pursuant to SB 97. A significant impact would occur if the project would:

- (a) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- (b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

4.2 - Impact Analysis

Greenhouse Gas Inventory

Impact GHG-1: **The project would generate direct and indirect greenhouse gas emissions; however, these emissions would not result in a significant impact on the environment.**

Impact Analysis

Threshold of Significance

Section 15064.4(b) of the CEQA Guidelines’ amendments for GHG emissions states that a lead agency may take into account the following three considerations in assessing the significance of impacts from GHG emissions.

- **Consideration #1:** The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- **Consideration #2:** Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- **Consideration #3:** The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project’s incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

For this project, the City of Porterville has taken into account CEQA Guidelines considerations #2 and #3. The City has determined that thresholds of significance recommended by the SJVAPCD apply to the project in accordance with Consideration #2. Consideration #1 would apply to jurisdictions having a bright line threshold based on the projects cumulative contribution. That approach is used as a screening tool in some jurisdictions to eliminate the need for a more detailed analysis for small projects. The screening levels are set at a level where projects emitting 90 percent of the projected growth in development related emissions would exceed the threshold and require additional analysis. The SJVAPCD has not adopted a bright line threshold. The SJVAPCD threshold is based on reductions required by projects to achieve consistency with the AB 32 reduction target and the ARB Scoping Plan that provides the State strategy and regulatory framework for achieving the AB 32 target. Consistency is determined by comparing the reduction from BAU emissions required by the State to reach the AB 32 2020 target with the reductions from BAU achieved by the project's sources of emissions during the same 2020 timeframe. The analysis for comparison with the SJVAPCD GHG threshold is provided under Impact GHG-1. The City also addresses Consideration #3 to determine the extent to which the project complies with the statewide plan to reduce greenhouse gas emissions, which is the ARB Scoping Plan. A qualitative discussion of the project's compliance with ARB Scoping Plan measures is provided under Impact GHG-2 as a second method for addressing Consideration #3.

The City of Porterville has not adopted its own GHG thresholds or prepared a Climate Action Plan that can be used as a basis for determining project significance; however, as described earlier, the SJVAPCD has adopted guidance for assessing GHG emissions in its Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. This analysis utilizes the SJVAPCD thresholds. In this case, the analysis determines the extent to which the project complies with regulations and requirements adopted to implement AB 32 and the ARB Scoping Plan. The SJVAPCD includes a quantitative measure of the project's incremental contribution of GHG emissions in relation to reductions needed by the State to achieve the AB 32 goal of reducing emissions to 1990 levels by 2020. The analysis prepared for the project also includes a qualitative assessment of compliance with Scoping Plan and General Plan measures to support GHG significance findings under Impact GHG-2. The SJVAPCD defines Business-as-Usual (BAU) as the total baseline emissions for all emissions sources within the development type, projected for the year 2020, assuming no change in GHG emissions per unit of activity as established for the baseline period.

Under the SJVAPCD's GHG Guidelines approach, projects that meet a 29 percent reduction from BAU are considered to have less than significant impacts. The SJVAPCD intended to establish a menu of performance standards, some of which depend on the existence of an adopted climate action plan or the establishment of predetermined BPS that if implemented would result in at least a 29 percent reduction from BAU. Since a Climate Action Plan or BPS for this type of project have not yet been developed, this analysis adopts the alternative threshold provided by SJVAPCD. Projects that reduce or mitigate GHG emissions by 29 percent compared with BAU levels including GHG emission reductions achieved since the 2002–2004 baseline period are considered less than significant (SJVAPCD 2009b). This level of GHG reduction is based on the target established by ARB's Scoping Plan to achieve the AB 32 goal of reducing California's emissions to 1990 levels by 2020. The BAU

analysis approach ensures that the emission reductions are sufficient to overcome the effects of predicted growth.

As mentioned in the Regulatory Environment section, the First Update to the Climate Change Scoping Plan adopted in May 2014 provided revised inventory projections to reflect slower growth in emissions during the recession and lower future year projections. The State's 2020 BAU inventory was reduced from 596 MMTCO₂e to 545 MMTCO₂e (ARB 2014b). The new GHG reduction level for the State to reach 1990 emission levels by 2020 is 21.7 percent from BAU in 2020. The First Update to the Climate Change Scoping Plan also confirmed that the State is on track to achieve the 2020 target and to maintain and continue reductions beyond 2020 as required by AB 32 (ARB 2014b). Although a lower percentage reduction (21.7 percent) would demonstrate consistency with AB 32, this analysis uses the 29 percent reduction from BAU as the basis of the threshold as a conservative approach.

To determine significance, the analysis first quantifies project-related GHG emissions under a BAU scenario, and then compares these emissions with a 2020 scenario including compliance with applicable regulatory measures and project-related design features taken into account.

Greenhouse Gas Inventory

This analysis is restricted to GHGs identified by AB 32, which include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The project would generate a variety of GHGs during construction and operation, including several defined by AB 32 such as carbon dioxide, methane, and nitrous oxide.

The analysis also includes direct emissions from combustion sources such as natural gas consumption for space and water heating, and refrigerant leakage from refrigerators and freezers and air conditioning units. Indirect sources of emissions include motor vehicles attracted to the project site and electricity drawn from the power grid that is generated using fossil fuels elsewhere but used at the project site.

The project may also emit GHGs that are not defined by AB 32. For example, the project may generate aerosols. Aerosols are short-lived particles, as they remain in the atmosphere for about one week. Black carbon is a component of aerosol. Studies have indicated that black carbon has a high global warming potential; however, the Intergovernmental Panel on Climate Change states that it has a low level of scientific certainty (IPCC 2007a). Water vapor could be emitted from evaporated water used for landscaping, but this is not a significant impact because water vapor concentrations in the upper atmosphere are primarily due to climate feedbacks rather than emissions from project-related activities. The project would emit nitrogen oxides and volatile organic compounds, which are ozone precursors. Ozone is a GHG; however, unlike the other GHGs, ozone in the troposphere is relatively short-lived and can be reduced in the troposphere on a daily basis. Stratospheric ozone can be reduced through reactions with other pollutants.

Certain GHGs defined by AB 32 would not be emitted by the project. Perfluorocarbons and sulfur hexafluoride are typically used in industrial applications, none of which would be used by the project. Therefore, it is not anticipated that the project would emit perfluorocarbons or sulfur hexafluoride.

An upstream emission source (also known as life cycle emissions) refers to emissions that were generated during the manufacture of products to be used for construction of the project. Upstream emission sources include but are not limited to emissions from the manufacture of cement, emissions from the manufacture of steel, and/or emissions from the transportation of building materials to the seller. The upstream emissions were not estimated because they are not within the control of the project and to do so would be speculative. Additionally, the California Air Pollution Control Officers Association White Paper on CEQA and Climate Change supports this conclusion by stating, “The full life-cycle of GHG [greenhouse gas] emissions from construction activities is not accounted for . . . and the information needed to characterize [life-cycle emissions] would be speculative at the CEQA analysis level” (CAPCOA 2008). Therefore, pursuant to CEQA Guidelines Sections 15144 and 15145, upstream /life cycle emissions are speculative and no further discussion is necessary.

Impact Analysis

Construction

GHG emissions generated during all phases of construction are shown in Table 7. The SJVAPCD does not recommend including construction related emissions in determining significance. Any construction-related emissions would occur prior to the year 2020, which is the year the State is required to reduce its GHG emissions to 1990 levels. Additionally, emissions from construction would be temporary. However, other air districts such as the SCAQMD and the Sacramento Metropolitan Air Quality Management District recommend including construction emissions as a conservative approach. In order to account for the construction emissions, the emissions were amortized based on the average life of the development (commercial – 30 years) and added to the operational emissions.

Construction emissions associated with the project were estimated using CalEEMod 2013.2.21.1. Modeling was based on project-specific data provided by the applicant, where available. Where project-specific information was not available, reasonable assumptions based on other similar projects and default model settings were used to estimate project emissions. GHG emissions generated during all phases of construction are shown in Table 7.

Table 7: Construction Greenhouse Gas Emissions by Phase

Phase	Emissions (MTCO ₂ e per Year)		Total MTCO ₂ e per Year
	On-site	Off-site	
Site Preparation	18.27	0.60	18.87
Grading	100.87	2.33	103.20
Building Construction 2017	227.65	168.02	395.67
Building Construction 2018	213.42	154.59	368.01
Paving	20.50	0.95	21.45
Coating	2.56	4.83	7.39
Total	—	—	914.60
Amortized over 30 years	—	—	30.49

Table 7 (cont.): Construction Greenhouse Gas Emissions by Phase

Phase	Emissions (MTCO ₂ e per Year)		Total MTCO ₂ e per Year
	On-site	Off-site	
Note: MTCO ₂ e = metric tons of carbon dioxide equivalents Source: CalEEMod output (Appendix A).			

A summary of construction emission for each year of construction activity is provided in Table 8.

Table 8: Construction Greenhouse Gas Emissions Summary

Phase	Total MTCO ₂ e per Year
2017	517.75
2018	396.85
Total	914.60
<i>Amortized over 30 years</i>	30.49
Notes: Due to rounding, total MTCO ₂ e may be marginally different from CalEEMod output. MTCO ₂ e = metric tons of carbon dioxide equivalents Source: CalEEMod output (Appendix A).	

Operation

Operational or long-term emissions occur over the life of the project. Sources of emissions may include motor vehicles, energy usage, water usage, waste generation, refrigerants used in refrigerators, display cases, and air conditioning systems, and area sources such as landscaping activities.

Business-as-Usual Operational Emissions

Operational GHG emissions associated with the project were estimated using CalEEMod 2013.2.2 and with ARB emission factors for refrigerants. The analysis uses emission factors for the year 2005 to represent emissions that would occur in 2020 without the benefit of regulations in place since the ARB Scoping Plan was adopted. The ARB Scoping Plan uses regulatory conditions in 2002–2004 to represent conditions prior to adoption of regulations implementing the ARB Scoping Plan measures. In order to be consistent with the ARB Scoping Plan, SJVAPCD also based its approach for determining BAU for projects using regulatory conditions in 2002–2004. 2005 emission factors are a suitable representation of BAU because Scoping Plan implementation had not yet begun at that time.

CalEEMod default values were used for project energy usage, water usage, waste generation, and area sources (architectural coating, consumer products, and landscaping). The vehicle fleet mix was revised to reflect the CalEEMod fleet mix for year 2020the AB 32's target year for reducing emissions to 1990 levels in California. Detailed modeling assumptions are provided in Section 3 and in the CalEEMod model outputs provided in Appendix A.

2020 Operational Emissions

Operational emissions for the year 2020 were modeled using CalEEMod 2013.2.2 to represent project emissions in the AB 32 target year. CalEEMod emission factors incorporate compliance with some, but not all, applicable rules and regulations regarding energy efficiency and vehicle fuel efficiency, and other GHG reduction policies, as described in the CalEEMod User's Guide (SCAQMD 2013). The reductions obtained from each regulation and the source of the reduction amount used in the analysis are described below.

Emissions Accounting for Applicable Regulations

The following regulations are incorporated into the CalEEMod emission factors:

- Pavley I motor vehicle emission standards
- Low Carbon Fuel Standard (LCFS)
- 2005 and 2008 Title 24 Energy Efficiency Standards

The following regulations have not been incorporated into the CalEEMod emission factors and require alternative methods to account for emission reductions provided by the regulations:

- Pavley II (LEV III) Advanced Clean Cars Program
- 2013 Title 24 Energy Efficiency Standards
- Renewable Portfolio Standards (RPS)
- Green Building Code Standards (indoor water use)
- California Model Water Efficient Landscape Ordinance (Outdoor Water)
- ARB Refrigerant Management Program

Pavley II/LEV III standards have not been incorporated in the latest version of CalEEMod. Reductions from standards are calculated by adjusting the CalEEMod GHG passenger car and light truck emission factors by ARB's estimated three percent reduction expected from the vehicle categories subject to the regulation by 2020 (ARB 2010c).

Title 24 reductions for 2013 are not accounted for in the current version of CalEEMod. The California Energy Commission (CEC) estimates that 2013 Title 24 standards would result in an increase in energy efficiency of 30 percent in non-residential buildings compared to 2008 Title 24 (CEC 2014). The benefits of 2013 Title 24 are applied in the CalEEMod mitigation component to correctly allocate the reductions only to building components subject to the regulation.

RPS is not accounted for in the current version of CalEEMod. Reductions from RPS are addressed by revising the electricity emission intensity factor in CalEEMod to account for the utility complying with the 33 percent renewable mandate by 2020 (ARB 2010 and CPUC 2011).

Energy savings from water conservation resulting from the Green Building Code Standards for indoor water use and California Model Water Efficient Landscape Ordinance for outdoor water use are not included in CalEEMod. The Water Conservation Act of 2009 mandates a 20 percent reduction in urban water use that is implemented with these regulations (CDWR 2013). Benefits of the water conservation regulations are applied in the CalEEMod mitigation component.

The project's refrigeration systems are subject to the ARB Refrigerant Management Program. CalEEMod does not account for refrigerant emissions; therefore, the analysis uses spreadsheet calculations with ARB emission factors and program reduction estimates. ARB estimates that the program will result in a reduction of approximately 50 percent in refrigerant emissions from sources subject to the regulation (ARB 2009).

Regulations applicable to project sources and the percent reduction anticipated from each source are shown in Table 9. The percentage reductions are only applied to the specific sources subject to the regulations. For example, the Pavley Low Emission Vehicle Standards apply only to light duty cars and trucks.

Table 9: Reductions from Greenhouse Gas Regulations

Regulation	Project Applicability	Reduction Source	Percent Reduction in 2020
Pavley Low Emission Vehicle Standards	Light duty cars and trucks accessing the site are subject to the regulation	CalEEMod defaults (Pavley I)	25.1 ¹
		Adjusted GHG emission factor (Pavley II/LEV III) in CalEEMod.	3% ²
Low Carbon Fuel Standard (LCFS)	Vehicles accessing the site will use fuel subject to the LCFS	CalEEMod defaults	10% ¹
Title 24 Energy Efficiency Standards	Project buildings will be constructed to meet the latest version of Title 24 (currently 2013). Reduction applies only to energy consumption subject to the regulation.	CalEEMod defaults (2008) and CalEEMod mitigation component (2013)	30% ³
Green Building Code Standards	The project will include water conservation features required by the standard	CalEEMod mitigation component	20% ⁴
Water Efficient Land Use Ordinance	The project landscaping will comply with the regulation	CalEEMod mitigation component	20% ⁵
Renewable Portfolio Standard (RPS)	Electricity purchased for use at the project site is subject to the 33% RPS mandate	CalEEMod adjusted energy intensity factors from SCE	15.3% ⁶
Refrigerant Management Program	Refrigeration systems installed at the project site are subject to the regulation	Off-model calculation with ARB emission factors	48.2% ⁷
Note: Regulations are described in Section 2.3 Regulatory Environment. The source of the percentage reductions from each measure are from the following sources: 1. Pavley 1 + Low Carbon Fuel Standard Postprocessor Version 1.0 User's Guide (ARB 2010c). 2. ARB Staff Report for LEV III Amendments (ARB 2013) 3. 2013 Title 24 Building Energy Efficiency Standards Adoption Hearing Presentation (CEC 2013) 4. 2013 California Green Building Standards Code Section 5.303.2			

Table 9 (cont.): Reductions from Greenhouse Gas Regulations

Regulation	Project Applicability	Reduction Source	Percent Reduction in 2020
5. California Water Plan Update 2013 (CDWR 2013).			
6. SCE Emission Factor Local Government Operations Protocol (ARB 2010 and CPUC Large IOU RPS Procurement Data (CPUC 2011)			
7. ARB ISOR for Management of High Global Warming Potential Refrigerants (ARB 2009).			

The results of the operations emission analysis are presented in Table 10. The table lists the emissions from the project BAU modeling scenario, the project with regulations in 2020 scenario, the percentage reduction from BAU for each source, and the overall project reduction from BAU.

Table 10: Project Operational Greenhouse Gases

Source	Emissions (MTCO ₂ e per Year)		
	Business as Usual	2020 (with Regulations)	Percent Reduction from BAU by Source
Area	<0.01	<0.01	0
Energy	1,019	724	28.9
Mobile – Passenger Vehicles	7,552	5,580	34.4
Mobile – Trucks	328	256	22.0
Waste	336	336	0
Water	53	36	32.1
Refrigerants (refrigerators, freezers and HVAC)	4,129	2,138	48.2
Amortized Construction Emissions	30	30	0
Total	13,447	9,100	-
Total Reduction		4,347	
Percent Reduction		32.3%	
Significance Threshold		29%	
Are emissions significant?		No	
Notes: MTCO ₂ e = metric tons of carbon dioxide equivalents Source of BAU emissions: CalEEMod output using 2005 emission factors to represent emissions in 2020 without regulations (Appendix A). Source of 2020 emissions: CalEEMod output for the year 2020 (Appendix A).			

As shown in Table 10, the project achieves a reduction of 32.3 percent from BAU in the year 2020 with regulations applied. This is above the 29-percent reduction required by SJVAPCD thresholds to demonstrate consistency with AB 32 targets. As described earlier, the ARB originally identified a reduction of 28.3 percent from BAU as needed to achieve AB 32 targets. The 2008 recession and

slower growth in the years since 2008 have reduced the emissions forecasted for 2020 and the amount needed to be reduced to achieve 1990 levels as required by AB 32 to 21.7 percent. In any case, the reductions from regulatory measures alone are adequate to exceed the conservative 29-percent reduction threshold. Therefore, the impact from project GHG emissions is less than significant.

Additional Reductions from Land and Transportation Measures

In addition to rules and regulations, the project would incorporate design features and would obtain benefits from its location and infrastructure that would reduce project vehicle miles traveled compared to default values. The analysis identified four measures in CalEEMod mitigation component that apply to the project that are described in Table 11. The reductions attributable to the measures in CalEEMod are derived from methodologies compiled in the CAPCOA report Quantifying GHG Measures. Each measure was assessed to determine its consistency with CAPCOA criteria for the use of the measure. The percentage reduction from BAU for each measure using the CalEEMod mitigation component and the total percentage reduction expected from these measures is also provided. The total reduction from BAU is 4.7 percent. Since the project reductions from regulations alone exceed 29 percent, no additional reductions are needed. However, including these emissions with reductions achieved by compliance with regulations would total 37.0 percent.

Table 11: Reductions from Project Land Use and Transportation Measures

CAPCOA/CalEEMod Measure	Project Applicability	Percent Reduction from BAU
LUT-3 Increase Diversity (Suburban)	The measure requires at least three different land uses within 0.25 mile. There are single-family residential, multi-family residential, retail, and industrial land uses within this distance from the project.	3.87%
LUT-4 Improve Destination Accessibility	The measure is based on distance to downtown or major job centers. The project is 2.3 miles from downtown Porterville and is within 0.5 mile from large employment sites, including the Walmart Warehouse and other retail employers. The analysis is based on 2.3 miles.	0.06%
LUT-5 Increase Transit Accessibility	This measure requires the presence of a transit stop within walking distance of the project. CalEEMod calculates the reduction on distance to the stop. The project is located 0.2 mile from the nearest stop served by Porterville Transit and Tulare County Area Transit. The project is served by 24 daily weekday stops.	0.04%
SDT-1 Improve Pedestrian Access	This measure provides pedestrian access linking the project to other areas to encourage walking. The measure requires both on-site and off-site pedestrian infrastructure.	0.71%

Table 11 (cont.): Reductions from Project Land Use and Transportation Measures

CAPCOA/CalEEMod Measure	Project Applicability	Percent Reduction from BAU
	The project includes on-site pedestrian walkways to the bus stop and across the parking lot. City sidewalks connect to neighboring residential and commercial development.	
Total from Land Use and Transportation Measures		4.68%
Total Reductions from Regulations and Measures		37.0%
Notes: LUT = Land Use Transportation measure category from CAPCOA report Quantifying GHG Measures. SDT = Site Design Transportation measure category from CAPCOA report Quantifying GHG Measures. VMT reductions only apply to light duty car and truck trips. Source: CAPCOA 2010 and CalEEMod 2013.2.2 Modeling Results.		

Project Design and Sustainability Features

Table 1 lists project design and sustainability features that provide greenhouse gas emission reductions. The project design features from Table 1 that provide reductions in excess of those required by regulations are shown in Table 11. Specifically, the reductions from design features for infill development, reduction in travel length, and alternative transportation listed are quantified using the CalEEMod mitigation component. No additional reductions were taken for design features related to solid waste reduction, because the analysis does not quantify life cycle emissions and the amount of reduction beyond the California Green Building Code Standards and City mandatory recycling programs is not known.

The project will, at a minimum, meet 2013 Title 24 energy efficiency standards. The amount that the project building efficiency would exceed Title 24 with the implementation of energy related design features, if at all, is not currently known. Energy modeling with a Title 24 compliance model based on actual project building plans is required in order to determine whether the combined benefit of the building design and energy efficiency measures would exceed 2013 Title 24 standard.

Summary

As shown in Table 10, the project achieves a reduction of 32.3 percent from BAU to the year 2020 with Regulations. This is above the 29 percent reduction required by the SJVAPCD threshold and the 21.7 percent reduction from BAU now required for the State to achieve AB 32 targets. The project includes project design features that result in reductions in vehicle travel that provide an additional 4.7 percent reduction in GHG emissions bringing total reductions from regulations and design features to 37.0 percent. Measures that are part of the project design do not require additional mitigation measures to ensure they are accomplished. The impact is less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less than significant impact.

4.2.1 - Greenhouse Gas Reduction Plans

Impact GHG-2:	The project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of greenhouse gases.
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Impact Analysis

The City of Porterville has not adopted a GHG reduction plan. In addition, the City has not completed the GHG inventory, benchmarking, and goal-setting process required to identify a reduction target and to take advantage of the streamlining provisions contained in the CEQA Guidelines amendments adopted for SB 97. The SJVAPCD has adopted a Climate Action Plan, but it does not contain measures that are applicable to development projects. Therefore, the SJVAPCD Climate Action Plan cannot be applied to the project. Since no other local or regional Climate Action Plan is in place, the project is assessed for its consistency with ARB's adopted Scoping Plan. This would be achieved with an assessment of the project's compliance with Scoping Plan measures.

Scoping Plan

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, the ARB adopted the Climate Change Scoping Plan (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. The Scoping Plan calls for an "ambitious but achievable" reduction in California's GHG emissions, cutting approximately 30 percent from BAU emission levels projected for 2020, or about 10 percent from 2008 levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman, and child in California down to about 10 tons per person by 2020. The amount of reduction required that was based on the state inventory was 28.3 percent from BAU. The SJVAPCD used a reduction of 29 percent for its threshold to make the reduction slightly more conservative than required. As stated earlier, the ARB has updated its emission inventory forecasts and now estimates a reduction of 21.7 percent is required from BAU in 2020 to achieve the AB 32 target.

The Scoping Plan contains a variety of strategies to reduce the State's emissions. As shown in Table 12, the project is consistent with all applicable strategies.

Table 12: Scoping Plan Reduction Measures Consistency Analysis

Scoping Plan Reduction Measure	Consistency/Applicability Determination
1. California Cap-and-Trade Program Linked to Western Climate Initiative. Implement a broad-based California Cap-and-Trade program to provide a firm limit on emissions. Link the California cap-and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.	Not applicable. Although the cap-and-trade system has begun, products or services (such as electricity) would be covered and the cost of the cap-and-trade system would be transferred to the consumers.
2. California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Consistent. This is a statewide measure that cannot be implemented by a project applicant or lead agency. However, the standards would be applicable to the light-duty vehicles that would access the project site.
3. Energy Efficiency. Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	Consistent. This is a measure for the State to increase its energy efficiency standards in new buildings. The project is required to build to the new standards and would increase its energy efficiency through compliance. The project would further increase its energy efficiency through the implementation of a number of sustainability features that are standard to new Walmart stores.
4. Renewable Portfolio Standard. Achieve 33 percent renewable energy mix statewide. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.	Consistent. This is a statewide measure that cannot be implemented by a project applicant or lead agency. SCE obtained 17.7 percent of its power supply from renewable sources such as geothermal in 2005. It is required to increase this percentage to 33 percent by the year 2020 pursuant to various regulations. The operators of the project's buildings would purchase power that is composed of a greater amount of renewable sources and could install renewable solar power systems that will assist the utility in achieving the mandate.
5. Low Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.	Consistent. This is a statewide measure that cannot be implemented by a project applicant or lead agency. When this measure is initiated, the standard would be applicable to the fuel used by vehicles that would access the project site.

Table 12 (cont.): Scoping Plan Reduction Measures Consistency Analysis

Scoping Plan Reduction Measure	Consistency/Applicability Determination
6. Regional Transportation-Related Greenhouse Gas Targets. Develop regional greenhouse gas emissions reduction targets for passenger vehicles. This measure refers to SB 375.	Consistent. SB 375 has no requirements that apply to development projects; however, the proposed project is consistent with modeling assumptions used to develop SB 375 regional targets.
7. Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.	Consistent. When this measure is initiated, the standards would be applicable to the light-duty vehicles that would access the project site.
8. Goods Movement. Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	Not applicable. The project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
9. Million Solar Roofs Program. Install 3,000 MW of solar-electric capacity under California's existing solar programs.	Consistent. This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The project will have a solar ready roof that would allow for future the implementation of this strategy.
10. Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.	Consistent. This is a statewide measure that cannot be implemented by a project applicant or lead agency, but the standards phased in over model years 2014 through 2018 are applicable to the vehicles that access the project site. However, the Walmart portion of the project would employ standard practices that would meet or exceed this policy. Walmart operates a modern truck fleet with vehicles equipped with the latest emission controls. Walmart normally replaces its trucks within 5 years.
11. Industrial Emissions. Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.	Not applicable. This measure would apply to the direct GHG emissions at large industrial facilities emitting more than 25,000 MTCO ₂ e per year. Furthermore, the project is not an industrial land use.
12. High Speed Rail. Support implementation of a high-speed rail system.	Not applicable. This is a statewide measure that cannot be implemented by a project applicant or lead agency.
13. Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent. The project would comply with the California Green Building Code and Title 24 energy efficiency standards, and thus incorporate applicable energy efficiency features designed to reduce project energy consumption.

Table 12 (cont.): Scoping Plan Reduction Measures Consistency Analysis

Scoping Plan Reduction Measure	Consistency/Applicability Determination
14. High Global Warming Potential Gases. Adopt measures to reduce high global warming potential gases.	Consistent. The project would adopt measures to reduce high global warming potential gases. The Walmart portion of the project would reduce emissions associated with the use of refrigerants. The Walmart store would use non-ozone-depleting refrigerant: R407a refrigerant for refrigeration equipment, and R410a refrigerant for heating, ventilating and air-conditioning (HVAC) equipment. In addition, refrigeration equipment would be roof-mounted to place equipment closer to refrigerated cases inside the store, which would reduce the amount of copper refrigerant piping and insulation, the potential for leaks, and the amount of refrigerant charge needed.
15. Recycling and Waste. Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. The project would not contain a landfill. However, the project would reduce waste with implementation of state mandated recycling and reuse mandates. Construction of the project would incorporate recycled building materials, including approximately 90 to 98 percent recycled structural steel and recycled plastic. During operations, the occupants of the individual buildings on the project site would participate in programs facilitated by the City of Porterville to reduce and recycle.
16. Sustainable Forests. Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	Not applicable. The project site is not forested; therefore, this measure is not applicable.
17. Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The project would comply with Green Building Code regulations and would implement required water conservation features.
18. Agriculture. In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	Not applicable. The project site is not designated for agriculture purposes. No grazing, feedlot, or other agricultural activities that generate manure are proposed to be implemented by the project.
Source of ARB Scoping Plan Reduction Measure: California Air Resources Board 2008. Source of Project Consistency or Applicability: FirstCarbon Solutions.	

Summary

In summary, the project incorporates a number of features that would minimize GHG emissions. These features are consistent with applicable strategies identified by the ARB's Scoping Plan. As demonstrated in the impact analysis above, the project would achieve an approximately 37.0-percent reduction from the BAU inventory and, therefore, would not significantly hinder or delay the State's ability to meet the reduction targets contained in AB 32 or conflict with implementation of

the Scoping Plan. The project promotes the goals of the Scoping Plan through implementation of the design measures that reduce energy consumption, water consumption, and reduction in vehicle miles traveled. In addition, the project is required to comply with the regulations described in this section that have been adopted to implement the Scoping Plan and to achieve the AB 32 2020 target. Therefore, the project does not conflict with any plans to reduce GHG emissions, and it furthers the State's goals relative to this impact. The impact is less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required

Level of Significance After Mitigation

Less than significant impact.

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Appendix A:
Modeling Output

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Refrigerators and Freezers: Operating Emissions

Project: Porterville Riverwalk Marketplace

Prepared by: FirstCarbon Solutions

Prepared on: 8/7/2015

Number	Doors	R = Refrigerator F = Freezer	Manufacturer	Model	Refrigerant Charge/unit (lbs)	Total Charge (kg)	Annual Leak	Emissions (kg/year)	Emissions (tons/year)	Global Warming Potential	Metric Tons CO2 Equiv./year
							Rate in percent of capacity				
6	3	R	HUSSMANN	RM3	3.2	8.6	21%	10.9	0.012	3785	41
10	4	R	HUSSMANN	RM4	4.1	18.5	21%	38.7	0.043	3785	146
20	5	R	HUSSMANN	RM5	5.1	45.9	21%	192.8	0.212	3785	728
16		F (open top)	HUSSMANN	?	5.1	36.7	21%	123.4	0.136	3785	466
18		R (open door)	HUSSMANN	?	5.1	41.3	21%	156.2	0.172	3785	590
7		F (for meat)	HILL PHOENIX	OHMH12	5.1	16.1	21%	23.6	0.026	3785	89
14		R (lunch meat, etc)	HILL PHOENIX	O5DM12	5.1	32.1	21%	94.5	0.104	3785	357
4		R (behind deli)	?	?	5.1	9.2	21%	7.7	0.008	3785	29
6		R (in deli)	TYLER	?	5.1	13.8	21%	17.4	0.019	3785	66
2		R (cakes)	KYSOR	?	5.1	4.6	21%	1.9	0.002	3785	7
4		R (beer)	KYSOR-WARREN	?	5.1	9.2	21%	7.7	0.008	3785	29
10		R (produce)	TYLER	N6DL12	5.1	23.0	21%	48.2	0.053	3785	182
1	Pipes and Compressors, estimation				3000	1350.0	21%	283.5	0.312	3785	1,071
Total					3058.3	1608.9	2.7	1006.4	1.107		3,801

Estimation methodology:

U.S. Environmental Protection Agency, Climate Leaders. May 2008. Direct HFC and PFC Emissions from Use of Refrigeration and Air Conditioning Equipment. EPA430-K-03-004. <http://www.epa.gov/stateply/documents/resources/mfgrfg.pdf>, Accessed in July 2008.

HUSSMANN refrigerant charge for RM models:

HUSSMANN RM with INNOVATOR Doors Technical Data Sheet P/N 0425645_H, July 2007. www.hussmann.com/docs/data_shts/impact/0425645_H_RMi.pdf

HUSSMANN refrigerant charge for RL models:

HUSSMANN, RL with INNOVATOR II No Heat Doors, Technical Data Sheet P/N 0440999_G, May 2008. http://www.hussmann.com/docs/data_shts/impact/0440999_G_RLi.pdf

The highlighted items are assumed to have a refrigerant charge is assumed to be 5.1 per unit, which is the maximum observed in the HUSSMANN units. It is unknown how many produce units there would be; therefore, this number is estimated.

It is assumed that there are emissions associated with the pipes that run from the racks (the refrigeration units) to a separate room that contains the compressors. It is also assumed that there are emissions associated with the compressors. It is unknown at this time what those emissions are. However, the charge for the pipes and compressors are based on the following document and on personal communication with HUSSMANN (January 15, 2009, 519-653-9980)

BOHN, The Cold Standard. Secondary Loop Systems for the Supermarket Industry. White Paper - September 2007. http://www.thecoldstandard.com/res/pdf/Bohn_Secondary_Loop_WP.pdf

Existing inventory from a store located in San Bernardino, California. Proposed inventory from store located in Beaumont, California. Inventory is assumed to be similar to the inventory for the proposed Porterville store.

Refrigerators and Freezers: Installation (Construction Related Emissions)

Project: Porterville Riverwalk Marketplace II

Prepared by: FirstCarbon Solutions

Prepared on: 8/7/2015

Proposed (Wal-Mart with Grocery Component)

Number	Doors	R = Refrigerator F = Freezer	Manufacturer	Model	Refrigerant Charge/unit (lbs)	Total Charge (kg)	Installation	Emissions (kg/year)	Emissions (tons/year)	Global Warming Potential	Metric Tons CO2 Equiv./year
							Emission Factor (% of capacity)				
6	3	R	HUSSMANN	RM3	3.2	8.6	3%	1.6	0.002	3785	6
10	4	R	HUSSMANN	RM4	4.1	18.5	3%	5.5	0.006	3785	21
20	5	R	HUSSMANN	RM5	5.1	45.9	3%	27.5	0.030	3785	104
16		F (open top)	HUSSMANN	?	5.1	36.7	3%	17.6	0.019	3785	67
18		R (open door)	HUSSMANN	?	5.1	41.3	3%	22.3	0.025	3785	84
7		F (for meat)	HILL PHOENIX	OHHM12	5.1	16.1	3%	3.4	0.004	3785	13
14		R (lunch meat, etc)	HILL PHOENIX	O5DM12	5.1	32.1	3%	13.5	0.015	3785	51
4		R (behind deli)	?	?	5.1	9.2	3%	1.1	0.001	3785	4
6		R (in deli)	TYLER	?	5.1	13.8	3%	2.5	0.003	3785	9
2		R (cakes)	KYSOR	?	5.1	4.6	3%	0.3	0.000	3785	1
4		R (beer)	KYSOR-WARREN	?	5.1	9.2	3%	1.1	0.001	3785	4
10		R (produce)	TYLER	N6DL12	5.1	23.0	3%	6.9	0.008	3785	26
1	Pipes and Compressors, estimation				3000	1350.0	3%	40.5	0.045	3785	153
Total					3058.3	1608.9	0.4	143.8	0.158		543

Refrigerators and Freezers: Operating Emissions (with Regulation)

Project: Riverwalk Phase II Project
 Prepared by: FirstCarbon Solutions
 Prepared on: 8/5/2015

					Refrigerant	Total	Annual			Global	
					Charge/unit	Charge	Leak Rate in	Emissions	Emissions	Warming	Metric Tons
R = Refrigerator					(lbs)	(kg)	percent of	(kg/year)	(tons/year)	Potential	CO2
Number	Doors	F = Freezer	Manufacturer	Model			capacity			(R404a)	Equiv./year
6	3	R	HUSSMANN	RM3	3.2	8.6	10%	5.2	0.006	3785	20
10	4	R	HUSSMANN	RM4	4.1	18.5	10%	18.5	0.020	3785	70
20	5	R	HUSSMANN	RM5	5.1	45.9	10%	91.8	0.101	3785	347
16		F (open top)	HUSSMANN	?	5.1	36.7	10%	58.8	0.065	3785	222
18		R (open door)	HUSSMANN	?	5.1	41.3	10%	74.4	0.082	3785	281
7		F (for meat)	HILL PHOENIX	OHMH12	5.1	16.1	10%	11.2	0.012	3785	42
14		R (lunch meat, etc)	HILL PHOENIX	O5DM12	5.1	32.1	10%	45.0	0.049	3785	170
4		R (behind deli)	?	?	5.1	9.2	10%	3.7	0.004	3785	14
6		R (in deli)	TYLER	?	5.1	13.8	10%	8.3	0.009	3785	31
2		R (cakes)	KYSOR	?	5.1	4.6	10%	0.9	0.001	3785	3
4		R (beer)	KYSOR-WARREN	?	5.1	9.2	10%	3.7	0.004	3785	14
10		R (produce)	TYLER	N6DL12	5.1	23.0	10%	23.0	0.025	3785	87
1	Pipes and Compressors, estimation				3000	1350.0	10%	135.0	0.149	3785	510
Total					3058.3	1608.9		479.2	0.527		1,810

Note that the annual leak rate is 10 percent, while in the business as usual scenario the leak rate is 21 percent. This is due to regulations as described in Table 8 (for centralized refrigeration systems) of the following source:

California Air Resources Board. 2009. Appendix B - California Facilities and Greenhouse Gas Emissions Inventory – High-Global Warming Potential Stationary Source Refrigerant Management Program. October 23. Available at:
<http://www.arb.ca.gov/regact/2009/gwprmp09/refappb.pdf>

HVAC Refrigerant Fugitive Emissions

Project: Porterville Marketplace II
 Prepared by: FirstCarbon Solutions
 Prepared on: 8/7/2015

Installation Emissions

Type of Unit	Refrigerant	Units	Capacity of Unit (kg)	Installation Emission Factor (% of capacity)	Emissions (kg/year)	Emissions (tons/year)	Global Warming Potential	Metric Tons CO2 Equiv.
Commercial A/C	R-410a	36.0	50	3%	54.0	0.059	1725	93

Operating Emissions

Type of Unit	Refrigerant	Units	Capacity of Unit (kg)	Annual Leak Rate in percent of capacity	Emissions (kg/year)	Emissions (tons/year)	Global Warming Potential	Metric Tons CO2 Equiv./year
Commercial A/C	R-410a	36.0	50	10%	180.0	0.198	1725	310

Source:

U.S. Environmental Protection Agency, Climate Leaders. May 2008. Direct HFC and PFC Emissions from Use of Refrigeration and Air Conditioning Equipment. EPA430-K-03-004. <http://www.epa.gov/stateply/documents/resources/mfgrfg.pdf>, Accessed in July 2008.

It is assumed that there would be one unit per 5,000 square feet of area.

CalEEMod Results

Riverwalk Phase II

- **Construction**

Riverwalk Phase II Construction

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	17.12	Acre	17.12	745,747.20	0
Free-Standing Discount Superstore	161.60	1000sqft	3.71	161,602.00	0
Regional Shopping Center	41.25	1000sqft	0.95	41,252.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on site plan

Construction Phase - Estimated construction schedule based on 8/9/17 construction start date and 5/12/18 operational date

Off-road Equipment - Revised to reflect a shorter construction period

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	370.00	113.00
tblLandUse	LandUseSquareFeet	41,250.00	41,252.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	10.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	9.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	UsageHours	7.00	7.60
tblOffRoadEquipment	UsageHours	8.00	7.90
tblOffRoadEquipment	UsageHours	8.00	6.50
tblOffRoadEquipment	UsageHours	7.00	7.60
tblOffRoadEquipment	UsageHours	8.00	6.50
tblProjectCharacteristics	OperationalYear	2014	2018

Unmitigated Construction

	ROG	NO.
--	-----	-----

					PM10	PM10	Total	PM2.5	PM2.5	Total						
Year	tons/yr										MT/yr					
2017											0.0000	515.7134	515.7134	0.0968	0.0000	517.7458
2018											0.0000	395.5331	395.5331	0.0628	0.0000	396.8520
Total											0.0000	911.2464	911.2464	0.1596	0.0000	914.5978

	ROG	
--	-----	--

					PM10	PM10	Total	PM2.5	PM2.5	Total						
Year	tons/yr										MT/yr					
2017											0.0000	515.7130	515.7130	0.0968	0.0000	517.7453
2018											0.0000	395.5328	395.5328	0.0628	0.0000	396.8518
Total											0.0000	911.2457	911.2457	0.1596	0.0000	914.5971

[illegible]

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	8/9/2017	8/22/2017	5	10	
2	Grading	Grading	8/23/2017	10/10/2017	5	35	
3	Building Construction	Building Construction	10/11/2017	3/16/2018	5	113	
4	Paving	Paving	3/17/2018	4/13/2018	5	20	
5	Architectural Coating	Architectural Coating	4/14/2018	5/11/2018	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,422,929; Non-Residential Outdoor: 474,310 (Architectural

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	3	7.60	226	0.29
Building Construction	Forklifts	10	7.90	89	0.20
Building Construction	Generator Sets	4	6.50	84	0.74
Building Construction	Tractors/Loaders/Backhoes	9	7.60	97	0.37
Building Construction	Welders	4	6.50	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	30	378.00	155.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	76.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2017

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	18.1577	18.1577	5.5600e-003	0.0000	18.2745
Total											0.0000	18.1577	18.1577	5.5600e-003	0.0000	18.2745

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
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	0.5978	0.5978	3.0000e-005	0.0000	0.5985
Total											0.0000	0.5978	0.5978	3.0000e-005	0.0000	0.5985

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	18.1577	18.1577	5.5600e-003	0.0000	18.2745
Total											0.0000	18.1577	18.1577	5.5600e-003	0.0000	18.2745

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
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	0.5978	0.5978	3.0000e-005	0.0000	0.5985
Total											0.0000	0.5978	0.5978	3.0000e-005	0.0000	0.5985

3.3 Grading - 2017

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	100.2294	100.2294	0.0307	0.0000	100.8743
Total											0.0000	100.2294	100.2294	0.0307	0.0000	100.8743

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
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	2.3248	2.3248	1.2000e-004	0.0000	2.3274
Total											0.0000	2.3248	2.3248	1.2000e-004	0.0000	2.3274

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	100.2292	100.2292	0.0307	0.0000	100.8742
Total											0.0000	100.2292	100.2292	0.0307	0.0000	100.8742

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
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	2.3248	2.3248	1.2000e-004	0.0000	2.3274
Total											0.0000	2.3248	2.3248	1.2000e-004	0.0000	2.3274

3.4 Building Construction - 2017

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											0.0000	226.4748	226.4748	0.0558	0.0000	227.6463
Total											0.0000	226.4748	226.4748	0.0558	0.0000	227.6463

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
Vendor											0.0000	95.1151	95.1151	7.8000e-004	0.0000	95.1315
Worker											0.0000	72.8137	72.8137	3.7900e-003	0.0000	72.8933
Total											0.0000	167.9288	167.9288	4.5700e-003	0.0000	168.0248

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											0.0000	226.4746	226.4746	0.0558	0.0000	227.6460
Total											0.0000	226.4746	226.4746	0.0558	0.0000	227.6460

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
Vendor											0.0000	95.1151	95.1151	7.8000e-004	0.0000	95.1315
Worker											0.0000	72.8137	72.8137	3.7900e-003	0.0000	72.8933
Total											0.0000	167.9288	167.9288	4.5700e-003	0.0000	168.0248

3.4 Building Construction - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	212.3274	212.3274	0.0520	0.0000	213.4195
Total											0.0000	212.3274	212.3274	0.0520	0.0000	213.4195

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
Vendor											0.0000	88.5559	88.5559	7.2000e-004	0.0000	88.5710
Worker											0.0000	65.9541	65.9541	3.2100e-003	0.0000	66.0216
Total											0.0000	154.5100	154.5100	3.9300e-003	0.0000	154.5926

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											0.0000	212.3271	212.3271	0.0520	0.0000	213.4193
Total											0.0000	212.3271	212.3271	0.0520	0.0000	213.4193

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
Vendor											0.0000	88.5559	88.5559	7.2000e-004	0.0000	88.5710
Worker											0.0000	65.9541	65.9541	3.2100e-003	0.0000	66.0216
Total											0.0000	154.5100	154.5100	3.9300e-003	0.0000	154.5926

3.5 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road											0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019
Paving											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019

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
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	0.9517	0.9517	5.0000e-005	0.0000	0.9527
Total											0.0000	0.9517	0.9517	5.0000e-005	0.0000	0.9527

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											0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019
Paving											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019

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
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	0.9517	0.9517	5.0000e-005	0.0000	0.9527
Total											0.0000	0.9517	0.9517	5.0000e-005	0.0000	0.9527

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	2.5533	2.5533	2.4000e-004	0.0000	2.5584
Total											0.0000	2.5533	2.5533	2.4000e-004	0.0000	2.5584

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
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	4.8220	4.8220	2.3000e-004	0.0000	4.8270
Total											0.0000	4.8220	4.8220	2.3000e-004	0.0000	4.8270

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	2.5533	2.5533	2.4000e-004	0.0000	2.5584
Total											0.0000	2.5533	2.5533	2.4000e-004	0.0000	2.5584

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
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	4.8220	4.8220	2.3000e-004	0.0000	4.8270
Total											0.0000	4.8220	4.8220	2.3000e-004	0.0000	4.8270

CalEEMod Results

Operational BAU - Walmart

- **Truck Run**

Operational BAU - Walmart - Truck Run**Tulare County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	17.12	Acre	17.12	745,747.20	0
Free-Standing Discount Superstore	161.60	1000sqft	3.71	161,602.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2005
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	665.72	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Unadjusted energy intensity factor

Land Use - Based on site plan - Walmart only

Construction Phase - Operational only

Off-road Equipment - Operational only

Trips and VMT - Operational only

Architectural Coating - Operational only

Vehicle Trips - Trip rates based on Walmart average daily truck deliveries and trips during operations

Vehicle Emission Factors - Truck only run - Based on project-specific Walmart average of approximately 47.06% HHD Trucks and 52.94% MHD Trucks

Vehicle Emission Factors - Fleet mix revised to reflect a truck only run

Vehicle Emission Factors - Truck only run

Consumer Products - Truck only run

Area Coating - Truck only run

Energy Use - Truck only run

Water And Wastewater - Truck only run

Solid Waste - Truck only run

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	0.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	0
tblAreaCoating	Area_EF_Nonresidential_Interior	250	0
tblConstructionPhase	NumDays	20.00	1.00
tblEnergyUse	LightingElect	5.12	0.00
tblEnergyUse	LightingElect	0.88	0.00
tblEnergyUse	NT24E	2.49	0.00
tblEnergyUse	NT24NG	0.07	0.00
tblEnergyUse	T24E	3.86	0.00
tblEnergyUse	T24NG	5.93	0.00
tblLandUse	LandUseSquareFeet	161,600.00	161,602.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	630.89	665.72
tblProjectCharacteristics	OperationalYear	2014	2005
tblSolidWaste	SolidWasteGenerationRate	694.99	0.00
tblTripsAndVMT	WorkerTripNumber	73.00	0.00
tblVehicleEF	HHD	0.07	0.47
tblVehicleEF	HHD	0.07	0.47
tblVehicleEF	HHD	0.07	0.47
tblVehicleEF	LDA	0.39	0.00
tblVehicleEF	LDA	0.39	0.00
tblVehicleEF	LDA	0.39	0.00
tblVehicleEF	LDT1	0.14	0.00
tblVehicleEF	LDT1	0.14	0.00
tblVehicleEF	LDT1	0.14	0.00

tblVehicleEF	LDT2	0.20	0.00
tblVehicleEF	LDT2	0.20	0.00
tblVehicleEF	LDT2	0.20	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD2	9.4340e-003	0.00
tblVehicleEF	LHD2	9.4340e-003	0.00
tblVehicleEF	LHD2	9.4340e-003	0.00
tblVehicleEF	MCY	9.8420e-003	0.00
tblVehicleEF	MCY	9.8420e-003	0.00
tblVehicleEF	MCY	9.8420e-003	0.00
tblVehicleEF	MDV	0.12	0.00
tblVehicleEF	MDV	0.12	0.00
tblVehicleEF	MDV	0.12	0.00
tblVehicleEF	MH	2.8220e-003	0.00
tblVehicleEF	MH	2.8220e-003	0.00
tblVehicleEF	MH	2.8220e-003	0.00
tblVehicleEF	MHD	0.02	0.53
tblVehicleEF	MHD	0.02	0.53
tblVehicleEF	MHD	0.02	0.53
tblVehicleEF	OBUS	1.1860e-003	0.00
tblVehicleEF	OBUS	1.1860e-003	0.00
tblVehicleEF	OBUS	1.1860e-003	0.00
tblVehicleEF	SBUS	2.0530e-003	0.00
tblVehicleEF	SBUS	2.0530e-003	0.00
tblVehicleEF	SBUS	2.0530e-003	0.00
tblVehicleEF	UBUS	1.4140e-003	0.00
tblVehicleEF	UBUS	1.4140e-003	0.00
tblVehicleEF	UBUS	1.4140e-003	0.00

tblVehicleTrips	CC_TTP	67.80	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TTP	13.20	100.00
tblVehicleTrips	DV_TP	35.50	0.00
tblVehicleTrips	PB_TP	17.00	0.00
tblVehicleTrips	PR_TP	47.50	100.00
tblVehicleTrips	ST_TR	64.07	0.21
tblVehicleTrips	SU_TR	56.12	0.21
tblVehicleTrips	WD_TR	53.13	0.21
tblWater	IndoorWaterUseRate	11,970,119.47	0.00
tblWater	OutdoorWaterUseRate	7,336,524.84	0.00

2.0 Emissions Summary

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											0.0000	3.1900e-003	3.1900e-003	1.0000e-005	0.0000	3.5100e-003
Energy											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile											0.0000	196.3562	196.3562	8.0300e-003	0.0000	196.5248
Waste											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											0.0000	196.3594	196.3594	8.0400e-003	0.0000	196.5283

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											0.0000	3.1900e-003	3.1900e-003	1.0000e-005	0.0000	3.5100e-003
Energy											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile											0.0000	196.3562	196.3562	8.0300e-003	0.0000	196.5248
Waste											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											0.0000	196.3594	196.3594	8.0400e-003	0.0000	196.5283

	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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	196.3562	196.3562	8.0300e-003	0.0000	196.5248
Unmitigated											0.0000	196.3562	196.3562	8.0300e-003	0.0000	196.5248

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Free-Standing Discount Superstore	34.00	34.00	34.00	117,570	117,570
Parking Lot	0.00	0.00	0.00		
Total	34.00	34.00	34.00	117,570	117,570

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Free-Standing Discount	9.50	7.30	7.30	100.00	0.00	0.00	100	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.529400	0.470600	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
Free-Standing Discount Superstore Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total												0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
Free-Standing Discount Superstore Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total												0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Free-Standing Discount Superstore Parking Lot	0	0.0000	0.0000	0.0000	0.0000
	0	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			
Free-Standing Discount Superstore	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	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

	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											0.0000	3.1900e-003	3.1900e-003	1.0000e-005	0.0000	3.5100e-003
Unmitigated											0.0000	3.1900e-003	3.1900e-003	1.0000e-005	0.0000	3.5100e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	3.1900e-003	3.1900e-003	1.0000e-005	0.0000	3.5100e-003
Total											0.0000	3.1900e-003	3.1900e-003	1.0000e-005	0.0000	3.5100e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	3.1900e-003	3.1900e-003	1.0000e-005	0.0000	3.5100e-003
Total											0.0000	3.1900e-003	3.1900e-003	1.0000e-005	0.0000	3.5100e-003

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Free-Standing Discount Superstore	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Free-Standing Discount Superstore	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	0.0000	0.0000	0.0000	0.0000
Mitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Free-Standing Discount Superstore	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Free-Standing Discount Superstore	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

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

CalEEMod Results

Operational BAU - Shopping Center Outlots

- **Truck Run**

Riverwalk Phase II - BAU Shopping Center Outlots - Operational Truck Run

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Regional Shopping Center	41.25	1000sqft	0.95	41,252.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2005
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	665.72	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Unadjusted energy intensity factor

Land Use - Based on site plan - Shopping Center Outlots only

Construction Phase - Operational only

Off-road Equipment - Operational only

Trips and VMT - Operational only

Architectural Coating - Operational only

Vehicle Trips - Trip rates based on project average daily truck deliveries and trips during operations

Vehicle Emission Factors - Fleet mixed revised to represent average truck fleet mix of Shopping Center Outlots

Vehicle Emission Factors - Fleet mix revised to reflect a truck only run

Vehicle Emission Factors - Truck only run

Consumer Products - Truck only run

Area Coating - Truck only run

Energy Use - Truck only run

Water And Wastewater - Truck only run

Solid Waste - Truck only run

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	0.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	0
tblConstructionPhase	NumDays	5.00	1.00
tblEnergyUse	LightingElect	5.12	0.00
tblEnergyUse	NT24E	2.49	0.00
tblEnergyUse	NT24NG	0.07	0.00
tblEnergyUse	T24E	3.86	0.00
tblEnergyUse	T24NG	5.93	0.00
tblLandUse	LandUseSquareFeet	41,250.00	41,252.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	630.89	665.72
tblProjectCharacteristics	OperationalYear	2014	2005
tblSolidWaste	SolidWasteGenerationRate	43.31	0.00
tblTripsAndVMT	WorkerTripNumber	3.00	0.00
tblVehicleEF	HHD	0.07	0.33
tblVehicleEF	HHD	0.07	0.33
tblVehicleEF	HHD	0.07	0.33
tblVehicleEF	LDA	0.39	0.00
tblVehicleEF	LDA	0.39	0.00
tblVehicleEF	LDA	0.39	0.00
tblVehicleEF	LDT1	0.14	0.00
tblVehicleEF	LDT1	0.14	0.00
tblVehicleEF	LDT1	0.14	0.00
tblVehicleEF	LDT2	0.20	0.00
tblVehicleEF	LDT2	0.20	0.00
tblVehicleEF	LDT2	0.20	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD1	0.03	0.00
tblVehicleEF	LHD2	9.4340e-003	0.00

tblVehicleEF	LHD2	9.4340e-003	0.00
tblVehicleEF	LHD2	9.4340e-003	0.00
tblVehicleEF	MCY	9.8420e-003	0.00
tblVehicleEF	MCY	9.8420e-003	0.00
tblVehicleEF	MCY	9.8420e-003	0.00
tblVehicleEF	MDV	0.12	0.00
tblVehicleEF	MDV	0.12	0.00
tblVehicleEF	MDV	0.12	0.00
tblVehicleEF	MH	2.8220e-003	0.00
tblVehicleEF	MH	2.8220e-003	0.00
tblVehicleEF	MH	2.8220e-003	0.00
tblVehicleEF	MHD	0.02	0.67
tblVehicleEF	MHD	0.02	0.67
tblVehicleEF	MHD	0.02	0.67
tblVehicleEF	OBUS	1.1860e-003	0.00
tblVehicleEF	OBUS	1.1860e-003	0.00
tblVehicleEF	OBUS	1.1860e-003	0.00
tblVehicleEF	SBUS	2.0530e-003	0.00
tblVehicleEF	SBUS	2.0530e-003	0.00
tblVehicleEF	SBUS	2.0530e-003	0.00
tblVehicleEF	UBUS	1.4140e-003	0.00
tblVehicleEF	UBUS	1.4140e-003	0.00
tblVehicleEF	UBUS	1.4140e-003	0.00
tblVehicleTrips	CC_TTP	64.70	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TTP	16.30	100.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	ST_TR	49.97	0.58
tblVehicleTrips	SU_TR	25.24	0.58
tblVehicleTrips	WD_TR	42.94	0.58

tblWater	IndoorWaterUseRate	3,055,491.51	0.00
tblWater	OutdoorWaterUseRate	1,872,720.60	0.00

2.0 Emissions Summary

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											0.0000	7.4000e-004	7.4000e-004	0.0000	0.0000	8.1000e-004
Energy											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile											0.0000	131.6414	131.6414	5.1100e-003	0.0000	131.7487
Waste											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											0.0000	131.6422	131.6422	5.1100e-003	0.0000	131.7495

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											0.0000	7.4000e-004	7.4000e-004	0.0000	0.0000	8.1000e-004
Energy											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile											0.0000	131.6414	131.6414	5.1100e-003	0.0000	131.7487
Waste											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											0.0000	131.6422	131.6422	5.1100e-003	0.0000	131.7495

	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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	131.6414	131.6414	5.1100e-003	0.0000	131.7487
Unmitigated											0.0000	131.6414	131.6414	5.1100e-003	0.0000	131.7487

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	23.93	23.93	23.93	82,733	82,733
Total	23.93	23.93	23.93	82,733	82,733

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Regional Shopping Center	9.50	7.30	7.30	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.666700	0.333300	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
Regional Shopping Center	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total												0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
Regional Shopping Center	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total												0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Regional Shopping Center	0	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			
Regional Shopping Center	0	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

	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											0.0000	7.4000e-004	7.4000e-004	0.0000	0.0000	8.1000e-004
Unmitigated											0.0000	7.4000e-004	7.4000e-004	0.0000	0.0000	8.1000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	7.4000e-004	7.4000e-004	0.0000	0.0000	8.1000e-004
Total											0.0000	7.4000e-004	7.4000e-004	0.0000	0.0000	8.1000e-004

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	7.4000e-004	7.4000e-004	0.0000	0.0000	8.1000e-004
Total											0.0000	7.4000e-004	7.4000e-004	0.0000	0.0000	8.1000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Regional Shopping Center	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Regional Shopping Center	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Regional Shopping Center	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Regional Shopping Center	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

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

CalEEMod Results

Riverwalk Phase II – BAU Operational

- **Passenger Vehicles**
- **Area**
- **Energy**
- **Waste**
- **Water**

Riverwalk Phase II - BAU Passenger Vehicles + Area + Energy + Waste + Water

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	17.12	Acre	17.12	745,747.20	0
Free-Standing Discount Superstore	161.60	1000sqft	3.71	161,602.00	0
Regional Shopping Center	41.25	1000sqft	0.95	41,252.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2005
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	665.72	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Unadjusted energy intensity

Land Use - Based on site plan

Construction Phase - Operational run

Off-road Equipment - Operational run

Trips and VMT - Operational run

Architectural Coating - Operational run

Vehicle Trips - Trip rates from Riverwalk Marketplace Phase 2 Traffic Study prepared by Ruettggers & Schuler

Vehicle Emission Factors - Fleet mix adjusted to reflect vehicles used by employees and customers

Vehicle Emission Factors - --

Vehicle Emission Factors - --

Energy Use - Unadjusted energy intensity

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	0.00
tblConstructionPhase	NumDays	20.00	1.00
tblLandUse	LandUseSquareFeet	41,250.00	41,252.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	630.89	665.72
tblProjectCharacteristics	OperationalYear	2014	2005
tblTripsAndVMT	WorkerTripNumber	76.00	0.00
tblVehicleEF	HHD	0.07	0.00
tblVehicleEF	HHD	0.07	0.00
tblVehicleEF	HHD	0.07	0.00
tblVehicleEF	LDA	0.39	0.42
tblVehicleEF	LDA	0.39	0.42
tblVehicleEF	LDA	0.39	0.42
tblVehicleEF	LDT1	0.14	0.17
tblVehicleEF	LDT1	0.14	0.17
tblVehicleEF	LDT1	0.14	0.17
tblVehicleEF	LDT2	0.20	0.23
tblVehicleEF	LDT2	0.20	0.23
tblVehicleEF	LDT2	0.20	0.23
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleTrips	DV_TP	35.50	36.50
tblVehicleTrips	DV_TP	35.00	33.00
tblVehicleTrips	PB_TP	17.00	15.00
tblVehicleTrips	PB_TP	11.00	15.00
tblVehicleTrips	PR_TP	47.50	48.50

tblVehicleTrips	PR_TP	54.00	52.00
tblVehicleTrips	ST_TR	64.07	42.54
tblVehicleTrips	ST_TR	49.97	80.54
tblVehicleTrips	SU_TR	56.12	42.54
tblVehicleTrips	SU_TR	25.24	80.54
tblVehicleTrips	WD_TR	53.13	42.54
tblVehicleTrips	WD_TR	42.94	80.54

2.0 Emissions Summary

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											0.0000	3.9300e-003	3.9300e-003	2.0000e-005	0.0000	4.3100e-003
Energy											0.0000	1,014.7653	1,014.7653	0.0424	9.8400e-003	1,018.7066
Mobile											0.0000	7,530.3743	7,530.3743	1.0076	0.0000	7,551.5347
Waste											149.8865	0.0000	149.8865	8.8580	0.0000	335.9053
Water											4.7674	34.2873	39.0547	0.4912	0.0119	53.0489
Total											154.6539	8,579.4309	8,734.0848	10.3992	0.0217	8,959.1999

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											0.0000	3.9300e-003	3.9300e-003	2.0000e-005	0.0000	4.3100e-003
Energy											0.0000	1,014.7653	1,014.7653	0.0424	9.8400e-003	1,018.7066
Mobile											0.0000	7,530.3743	7,530.3743	1.0076	0.0000	7,551.5347
Waste											149.8865	0.0000	149.8865	8.8580	0.0000	335.9053
Water											4.7674	34.2873	39.0547	0.4911	0.0119	53.0413
Total											154.6539	8,579.4309	8,734.0848	10.3991	0.0217	8,959.1923

	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	0.09	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	7,530.3743	7,530.3743	1.0076	0.0000	7,551.5347
Unmitigated											0.0000	7,530.3743	7,530.3743	1.0076	0.0000	7,551.5347

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Free-Standing Discount Superstore	6,874.46	6,874.46	6874.46	10,982,536	10,982,536
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	3,322.28	3,322.28	3322.28	5,598,258	5,598,258
Total	10,196.74	10,196.74	10,196.74	16,580,794	16,580,794

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Free-Standing Discount Superstore	9.50	7.30	7.30	13.20	67.80	19.00	48.5	36.5	15
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	52	33	15

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.420795	0.169529	0.233877	0.122750	0.026299	0.009434	0.000000	0.000000	0.001186	0.001414	0.009842	0.002053	0.002822

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.0000	939.9641	939.9641	0.0410	8.4700e-003	943.4502
Electricity Unmitigated											0.0000	939.9641	939.9641	0.0410	8.4700e-003	943.4502
NaturalGas Mitigated											0.0000	74.8012	74.8012	1.4300e-003	1.3700e-003	75.2564
NaturalGas Unmitigated											0.0000	74.8012	74.8012	1.4300e-003	1.3700e-003	75.2564

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					
Free-Standing Discount Superstore	1.11667e+006											0.0000	59.5898	59.5898	1.1400e-003	1.0900e-003	59.9524
Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	285051											0.0000	15.2114	15.2114	2.9000e-004	2.8000e-004	15.3040
Total												0.0000	74.8012	74.8012	1.4300e-003	1.3700e-003	75.2564

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					
Free-Standing Discount Superstore	1.11667e+006											0.0000	59.5898	59.5898	1.1400e-003	1.0900e-003	59.9524
Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	285051											0.0000	15.2114	15.2114	2.9000e-004	2.8000e-004	15.3040
Total												0.0000	74.8012	74.8012	1.4300e-003	1.3700e-003	75.2564

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Free-Standing Discount Superstore	1.957e+006	590.9466	0.0257	5.3300e-003	593.1383
Parking Lot	656258	198.1671	8.6300e-003	1.7900e-003	198.9021
Regional Shopping Center	499562	150.8504	6.5700e-003	1.3600e-003	151.4099
Total		939.9641	0.0409	8.4800e-003	943.4502

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Free-Standing Discount Superstore	1.957e+006	590.9466	0.0257	5.3300e-003	593.1383
Parking Lot	656258	198.1671	8.6300e-003	1.7900e-003	198.9021
Regional Shopping Center	499562	150.8504	6.5700e-003	1.3600e-003	151.4099
Total		939.9641	0.0409	8.4800e-003	943.4502

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	3.9300e-003	3.9300e-003	2.0000e-005	0.0000	4.3100e-003
Unmitigated											0.0000	3.9300e-003	3.9300e-003	2.0000e-005	0.0000	4.3100e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	3.9300e-003	3.9300e-003	2.0000e-005	0.0000	4.3100e-003
Total											0.0000	3.9300e-003	3.9300e-003	2.0000e-005	0.0000	4.3100e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	3.9300e-003	3.9300e-003	2.0000e-005	0.0000	4.3100e-003
Total											0.0000	3.9300e-003	3.9300e-003	2.0000e-005	0.0000	4.3100e-003

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	39.0547	0.4911	0.0119	53.0413
Unmitigated	39.0547	0.4912	0.0119	53.0489

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Free-Standing Discount Superstore	11.9716 / 7.33743	31.1136	0.3913	9.4600e-003	42.2623
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	3.05549 / 1.87272	7.9411	0.0999	2.4100e-003	10.7866
Total		39.0547	0.4912	0.0119	53.0489

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Free-Standing Discount Superstore	11.9716 / 7.33743	31.1136	0.3912	9.4400e-003	42.2563
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	3.05549 / 1.87272	7.9411	0.0999	2.4100e-003	10.7850
Total		39.0547	0.4911	0.0119	53.0413

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	149.8865	8.8580	0.0000	335.9053
Mitigated	149.8865	8.8580	0.0000	335.9053

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Free-Standing Discount Superstore	695.08	141.0950	8.3385	0.0000	316.2029
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	43.31	8.7915	0.5196	0.0000	19.7024
Total		149.8865	8.8580	0.0000	335.9053

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Free-Standing Discount Superstore	695.08	141.0950	8.3385	0.0000	316.2029
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	43.31	8.7915	0.5196	0.0000	19.7024
Total		149.8865	8.8580	0.0000	335.9053

9.0 Operational Offroad

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

CalEEMod Results

Operational 2020 - Walmart

- **Truck Run**

Operational 2020 - Walmart - Truck Run

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	17.12	Acre	17.12	745,747.20	0
Free-Standing Discount Superstore	161.60	1000sqft	3.71	161,602.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	541.96	CH4 Intensity (lb/MW hr)	0.022	N2O Intensity (lb/MW hr)	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Based on Renewable Portfolio Standard

Land Use - Based on site plan - Walmart only

Construction Phase - Operational only

Off-road Equipment - Operational only

Trips and VMT - Operational only

Architectural Coating - Operational only

Vehicle Trips - Trip rates based on Walmart average daily truck deliveries and trips during operations

Vehicle Emission Factors - Fleet mix modified to represent a truck only run

Vehicle Emission Factors - Summer fleet mix revised to represent a truck only run

Vehicle Emission Factors - Winter fleet mix revised to represent a truck only run

Consumer Products - Truck only run - only mobile sources are being analyzed

Area Coating - Truck only run

Energy Use - Truck only run

Water And Wastewater - Truck only run

Solid Waste - Truck only run

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	0.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	0
tblAreaCoating	Area_EF_Nonresidential_Interior	150	0
tblConstructionPhase	NumDays	20.00	1.00
tblEnergyUse	LightingElect	5.12	0.00
tblEnergyUse	LightingElect	0.88	0.00
tblEnergyUse	NT24E	2.49	0.00
tblEnergyUse	NT24NG	0.07	0.00
tblEnergyUse	T24E	3.86	0.00
tblEnergyUse	T24NG	5.93	0.00
tblLandUse	LandUseSquareFeet	161,600.00	161,602.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	630.89	541.96
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2020
tblSolidWaste	SolidWasteGenerationRate	694.99	0.00
tblTripsAndVMT	WorkerTripNumber	73.00	0.00
tblVehicleEF	HHD	0.06	0.47
tblVehicleEF	HHD	0.06	0.47
tblVehicleEF	HHD	0.06	0.47
tblVehicleEF	LDA	0.41	0.00
tblVehicleEF	LDA	0.41	0.00
tblVehicleEF	LDA	0.41	0.00
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT2	0.16	0.00
tblVehicleEF	LDT2	0.16	0.00
tblVehicleEF	LDT2	0.16	0.00

tblVehicleEF	LHD1	0.06	0.00
tblVehicleEF	LHD1	0.06	0.00
tblVehicleEF	LHD1	0.06	0.00
tblVehicleEF	LHD2	8.2370e-003	0.00
tblVehicleEF	LHD2	8.2370e-003	0.00
tblVehicleEF	LHD2	8.2370e-003	0.00
tblVehicleEF	MCY	6.0550e-003	0.00
tblVehicleEF	MCY	6.0550e-003	0.00
tblVehicleEF	MCY	6.0550e-003	0.00
tblVehicleEF	MDV	0.20	0.00
tblVehicleEF	MDV	0.20	0.00
tblVehicleEF	MDV	0.20	0.00
tblVehicleEF	MH	2.2380e-003	0.00
tblVehicleEF	MH	2.2380e-003	0.00
tblVehicleEF	MH	2.2380e-003	0.00
tblVehicleEF	MHD	0.02	0.53
tblVehicleEF	MHD	0.02	0.53
tblVehicleEF	MHD	0.02	0.53
tblVehicleEF	OBUS	1.8130e-003	0.00
tblVehicleEF	OBUS	1.8130e-003	0.00
tblVehicleEF	OBUS	1.8130e-003	0.00
tblVehicleEF	SBUS	1.1060e-003	0.00
tblVehicleEF	SBUS	1.1060e-003	0.00
tblVehicleEF	SBUS	1.1060e-003	0.00
tblVehicleEF	UBUS	1.4630e-003	0.00
tblVehicleEF	UBUS	1.4630e-003	0.00
tblVehicleEF	UBUS	1.4630e-003	0.00
tblVehicleTrips	CC_TTP	67.80	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TTP	13.20	100.00
tblVehicleTrips	DV_TP	35.50	0.00
tblVehicleTrips	PB_TP	17.00	0.00

tblVehicleTrips	PR_TP	47.50	100.00
tblVehicleTrips	ST_TR	64.07	0.21
tblVehicleTrips	SU_TR	56.12	0.21
tblVehicleTrips	WD_TR	53.13	0.21
tblWater	IndoorWaterUseRate	11,970,119.47	0.00
tblWater	OutdoorWaterUseRate	7,336,524.84	0.00

2.0 Emissions Summary

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											0.0000	3.1900e-003	3.1900e-003	1.0000e-005	0.0000	3.3700e-003
Energy											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile											0.0000	154.0807	154.0807	1.1500e-003	0.0000	154.1047
Waste											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											0.0000	154.0839	154.0839	1.1600e-003	0.0000	154.1081

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											0.0000	3.1900e-003	3.1900e-003	1.0000e-005	0.0000	3.3700e-003
Energy											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile											0.0000	154.0807	154.0807	1.1500e-003	0.0000	154.1047
Waste											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											0.0000	154.0839	154.0839	1.1600e-003	0.0000	154.1081

	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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	154.0807	154.0807	1.1500e-003	0.0000	154.1047
Unmitigated											0.0000	154.0807	154.0807	1.1500e-003	0.0000	154.1047

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Free-Standing Discount Superstore	34.00	34.00	34.00	117,570	117,570
Parking Lot	0.00	0.00	0.00		
Total	34.00	34.00	34.00	117,570	117,570

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Free-Standing Discount Superstore	9.50	7.30	7.30	100.00	0.00	0.00	100	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.529400	0.470600	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
Free-Standing Discount Superstore	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total												0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
Free-Standing Discount Superstore	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total												0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Free-Standing Discount Superstore	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	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			
Free-Standing Discount Superstore	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	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

	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											0.0000	3.1900e-003	3.1900e-003	1.0000e-005	0.0000	3.3700e-003
Unmitigated											0.0000	3.1900e-003	3.1900e-003	1.0000e-005	0.0000	3.3700e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	3.1900e-003	3.1900e-003	1.0000e-005	0.0000	3.3700e-003
Total											0.0000	3.1900e-003	3.1900e-003	1.0000e-005	0.0000	3.3700e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	3.1900e-003	3.1900e-003	1.0000e-005	0.0000	3.3700e-003
Total											0.0000	3.1900e-003	3.1900e-003	1.0000e-005	0.0000	3.3700e-003

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Free-Standing Discount Superstore	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Free-Standing Discount Superstore	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	0.0000	0.0000	0.0000	0.0000
Mitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Free-Standing Discount Superstore Parking Lot	0	0.0000	0.0000	0.0000	0.0000
	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Free-Standing Discount Superstore Parking Lot	0	0.0000	0.0000	0.0000	0.0000
	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

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

CalEEMod Results

Operational 2020 - Shopping Center Outlots

- **Truck Run**

Operational 2020 - Shopping Center Outlots - Truck Run

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Regional Shopping Center	41.25	1000sqft	0.95	41,252.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	541.96	CH4 Intensity (lb/MW hr)	0.022	N2O Intensity (lb/MW hr)	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Based on Renewable Portfolio Standard

Land Use - Based on site plan

Construction Phase - Operational only

Off-road Equipment - Operational only

Trips and VMT - Operational only

Architectural Coating - Operational only

Vehicle Trips - Trip rates based on average daily truck deliveries and trips during operations for Shopping Center Outlots

Vehicle Emission Factors - Fleet mix modified to represent a truck only run

Vehicle Emission Factors - Summer fleet mix changed to represent a truck only run

Vehicle Emission Factors - Winter fleet modified to represent a truck only run

Consumer Products - Truck only run - only mobile sources are being analyzed

Area Coating - Truck only run

Energy Use - Truck only run

Water And Wastewater - Truck only run

Solid Waste - Truck only run

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	0.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	0
tblConstructionPhase	NumDays	5.00	1.00
tblEnergyUse	LightingElect	5.12	0.00
tblEnergyUse	NT24E	2.49	0.00
tblEnergyUse	NT24NG	0.07	0.00
tblEnergyUse	T24E	3.86	0.00
tblEnergyUse	T24NG	5.93	0.00
tblLandUse	LandUseSquareFeet	41,250.00	41,252.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	630.89	541.96
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2020
tblSolidWaste	SolidWasteGenerationRate	43.31	0.00
tblTripsAndVMT	WorkerTripNumber	3.00	0.00
tblVehicleEF	HHD	0.06	0.33
tblVehicleEF	HHD	0.06	0.33
tblVehicleEF	HHD	0.06	0.33
tblVehicleEF	LDA	0.41	0.00
tblVehicleEF	LDA	0.41	0.00
tblVehicleEF	LDA	0.41	0.00
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT2	0.16	0.00
tblVehicleEF	LDT2	0.16	0.00
tblVehicleEF	LDT2	0.16	0.00
tblVehicleEF	LHD1	0.06	0.00
tblVehicleEF	LHD1	0.06	0.00
tblVehicleEF	LHD1	0.06	0.00

tblVehicleEF	LHD2	8.2370e-003	0.00
tblVehicleEF	LHD2	8.2370e-003	0.00
tblVehicleEF	LHD2	8.2370e-003	0.00
tblVehicleEF	MCY	6.0550e-003	0.00
tblVehicleEF	MCY	6.0550e-003	0.00
tblVehicleEF	MCY	6.0550e-003	0.00
tblVehicleEF	MDV	0.20	0.00
tblVehicleEF	MDV	0.20	0.00
tblVehicleEF	MDV	0.20	0.00
tblVehicleEF	MH	2.2380e-003	0.00
tblVehicleEF	MH	2.2380e-003	0.00
tblVehicleEF	MH	2.2380e-003	0.00
tblVehicleEF	MHD	0.02	0.67
tblVehicleEF	MHD	0.02	0.67
tblVehicleEF	MHD	0.02	0.67
tblVehicleEF	OBUS	1.8130e-003	0.00
tblVehicleEF	OBUS	1.8130e-003	0.00
tblVehicleEF	OBUS	1.8130e-003	0.00
tblVehicleEF	SBUS	1.1060e-003	0.00
tblVehicleEF	SBUS	1.1060e-003	0.00
tblVehicleEF	SBUS	1.1060e-003	0.00
tblVehicleEF	SBUS	1.1060e-003	0.00
tblVehicleEF	UBUS	1.4630e-003	0.00
tblVehicleEF	UBUS	1.4630e-003	0.00
tblVehicleEF	UBUS	1.4630e-003	0.00
tblVehicleTrips	CC_TTP	64.70	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TTP	16.30	100.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	ST_TR	49.97	0.58
tblVehicleTrips	SU_TR	25.24	0.58
tblVehicleTrips	WD_TR	42.94	0.58

tblWater	IndoorWaterUseRate	3,055,491.51	0.00
tblWater	OutdoorWaterUseRate	1,872,720.60	0.00

2.0 Emissions Summary

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											0.0000	7.4000e-004	7.4000e-004	0.0000	0.0000	7.8000e-004
Energy											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile											0.0000	102.2095	102.2095	7.3000e-004	0.0000	102.2249
Waste											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											0.0000	102.2102	102.2102	7.3000e-004	0.0000	102.2256

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											0.0000	7.4000e-004	7.4000e-004	0.0000	0.0000	7.8000e-004
Energy											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile											0.0000	102.2095	102.2095	7.3000e-004	0.0000	102.2249
Waste											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											0.0000	102.2102	102.2102	7.3000e-004	0.0000	102.2256

	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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	102.2095	102.2095	7.3000e-004	0.0000	102.2249
Unmitigated											0.0000	102.2095	102.2095	7.3000e-004	0.0000	102.2249

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	23.93	23.93	23.93	82,733	82,733
Total	23.93	23.93	23.93	82,733	82,733

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Regional Shopping Center	9.50	7.30	7.30	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.666700	0.333300	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
Regional Shopping Center	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total												0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
Regional Shopping Center	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total												0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Regional Shopping Center	0	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			
Regional Shopping Center	0	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

	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											0.0000	7.4000e-004	7.4000e-004	0.0000	0.0000	7.8000e-004
Unmitigated											0.0000	7.4000e-004	7.4000e-004	0.0000	0.0000	7.8000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	7.4000e-004	7.4000e-004	0.0000	0.0000	7.8000e-004
Total											0.0000	7.4000e-004	7.4000e-004	0.0000	0.0000	7.8000e-004

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	7.4000e-004	7.4000e-004	0.0000	0.0000	7.8000e-004
Total											0.0000	7.4000e-004	7.4000e-004	0.0000	0.0000	7.8000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Regional Shopping Center	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Regional Shopping Center	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Regional Shopping Center	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Regional Shopping Center	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

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

CalEEMod Results

Riverwalk Phase II - 2020 Operational Regulations Only

- **Passenger Vehicles**
- **Area**
- **Energy**
- **Waste**
- **Water**

Riverwalk Phase II - Operational 2020 - Regulations Only**Tulare County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	17.12	Acre	17.12	745,747.20	0
Free-Standing Discount Superstore	161.60	1000sqft	3.71	161,602.00	0
Regional Shopping Center	41.25	1000sqft	0.95	41,252.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	541.96	CH4 Intensity (lb/MW hr)	0.022	N2O Intensity (lb/MW hr)	0.005

Project Characteristics - Based on Renewable Portfolio Standard

Land Use - Based on site plan

Construction Phase - Operational only

Off-road Equipment - Operation only

Trips and VMT - Operational only

Architectural Coating - Operational only

Vehicle Trips - Trip rates and pass-by percentages from the Riverwalk Marketplace Phase 2 Traffic Study prepared by Ruettggers & Schuler Civil Engineers

Vehicle Emission Factors - Fleet mix adjusted to reflect customers and employees; emissions of light duty autos adjusted to reflect clean car standards as determined by Pavley II (3% reduction)

Vehicle Emission Factors - Fleet mix adjusted to reflect customers and employees; emissions of light duty autos adjusted to reflect clean car standards as determined by Pavley II (3% reduction)

Vehicle Emission Factors - Fleet mix adjusted to reflect customers and employees; emissions of light duty autos adjusted to reflect clean car standards as determined by Pavley II (3% reduction)

Energy Use - Based on Renewable Portfolio Standard

Energy Mitigation - The 2013 Title 24 Standards require a 30% energy efficiency improvement compared to the 2008 Title 24 requirements assumed in CalEEMod.

Water Mitigation - 20% Reduction based on California Green Building Standards Code

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	0.00
tblConstructionPhase	NumDays	20.00	1.00
tblLandUse	LandUseSquareFeet	41,250.00	41,252.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	630.89	541.96
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2020
tblTripsAndVMT	WorkerTripNumber	76.00	0.00
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	LDA	8.0770e-003	7.8350e-003
tblVehicleEF	LDA	5.4660e-003	5.3020e-003
tblVehicleEF	LDA	224.21	217.49
tblVehicleEF	LDA	51.40	49.86
tblVehicleEF	LDA	0.41	0.44
tblVehicleEF	LDA	0.07	0.07
tblVehicleEF	LDA	0.08	0.08
tblVehicleEF	LDA	8.0770e-003	7.8350e-003
tblVehicleEF	LDA	5.4660e-003	5.3020e-003
tblVehicleEF	LDA	247.14	239.73
tblVehicleEF	LDA	51.40	49.86
tblVehicleEF	LDA	0.41	0.44
tblVehicleEF	LDA	0.07	0.06
tblVehicleEF	LDA	0.08	0.08
tblVehicleEF	LDA	8.0770e-003	7.8350e-003
tblVehicleEF	LDA	5.4660e-003	5.3020e-003
tblVehicleEF	LDA	214.84	208.39
tblVehicleEF	LDA	51.40	49.86
tblVehicleEF	LDA	0.41	0.44
tblVehicleEF	LDA	0.08	0.07

tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	270.15	262.04
tblVehicleEF	LDT1	61.65	59.80
tblVehicleEF	LDT1	0.07	0.10
tblVehicleEF	LDT1	0.20	0.19
tblVehicleEF	LDT1	0.21	0.20
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	296.00	287.12
tblVehicleEF	LDT1	61.65	59.80
tblVehicleEF	LDT1	0.07	0.10
tblVehicleEF	LDT1	0.18	0.18
tblVehicleEF	LDT1	0.19	0.18
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	259.58	251.79
tblVehicleEF	LDT1	61.65	59.80
tblVehicleEF	LDT1	0.07	0.10
tblVehicleEF	LDT1	0.22	0.21
tblVehicleEF	LDT1	0.23	0.22
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.8520e-003	8.5860e-003
tblVehicleEF	LDT2	334.65	324.61
tblVehicleEF	LDT2	76.10	73.81
tblVehicleEF	LDT2	0.16	0.19
tblVehicleEF	LDT2	0.12	0.12
tblVehicleEF	LDT2	0.17	0.17
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.8520e-003	8.5860e-003
tblVehicleEF	LDT2	367.85	356.82
tblVehicleEF	LDT2	76.10	73.81
tblVehicleEF	LDT2	0.16	0.19
tblVehicleEF	LDT2	0.12	0.11

tblVehicleEF	LDT2	0.16	0.16
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.8520e-003	8.5860e-003
tblVehicleEF	LDT2	321.08	311.45
tblVehicleEF	LDT2	76.10	73.81
tblVehicleEF	LDT2	0.16	0.19
tblVehicleEF	LDT2	0.14	0.13
tblVehicleEF	LDT2	0.19	0.18
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleTrips	DV_TP	35.50	36.50
tblVehicleTrips	DV_TP	35.00	33.00
tblVehicleTrips	PB_TP	17.00	15.00
tblVehicleTrips	PB_TP	11.00	15.00
tblVehicleTrips	PR_TP	47.50	48.50
tblVehicleTrips	PR_TP	54.00	52.00
tblVehicleTrips	ST_TR	64.07	42.54
tblVehicleTrips	ST_TR	49.97	80.54
tblVehicleTrips	SU_TR	56.12	42.54
tblVehicleTrips	SU_TR	25.24	80.54
tblVehicleTrips	WD_TR	53.13	42.54
tblVehicleTrips	WD_TR	42.94	80.54

2.0 Emissions Summary

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											0.0000	3.9300e-003	3.9300e-003	1.0000e-005	0.0000	4.1500e-003
Energy											0.0000	798.2563	798.2563	0.0310	7.9600e-003	801.3739
Mobile											0.0000	5,575.2454	5,575.2454	0.2334	0.0000	5,580.1476
Waste											149.8865	0.0000	149.8865	8.8580	0.0000	335.9053
Water											4.7674	27.9132	32.6806	0.4908	0.0118	46.6512
Total											154.6539	6,401.4188	6,556.0727	9.6133	0.0198	6,764.0822

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											0.0000	3.9300e-003	3.9300e-003	1.0000e-005	0.0000	4.1500e-003
Energy											0.0000	721.2521	721.2521	0.0283	7.0700e-003	724.0382
Mobile											0.0000	5,575.2454	5,575.2454	0.2334	0.0000	5,580.1476
Waste											149.8865	0.0000	149.8865	8.8580	0.0000	335.9053
Water											3.8139	20.9949	24.8089	0.3926	9.4400e-003	35.9804
Total											153.7004	6,317.4963	6,471.1967	9.5124	0.0165	6,676.0756

	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	0.62	1.31	1.29	1.05	16.53	1.30

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	5,575.2454	5,575.2454	0.2334	0.0000	5,580.1476
Unmitigated											0.0000	5,575.2454	5,575.2454	0.2334	0.0000	5,580.1476

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Free-Standing Discount Superstore	6,874.46	6,874.46	6874.46	10,982,536	10,982,536
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	3,322.28	3,322.28	3322.28	5,598,258	5,598,258
Total	10,196.74	10,196.74	10,196.74	16,580,794	16,580,794

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-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Free-Standing Discount Superstore	9.50	7.30	7.30	13.20	67.80	19.00	48.5	36.5	15
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	52	33	15

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.435225	0.099938	0.191430	0.195282	0.057212	0.008237	0.000000	0.000000	0.001813	0.001463	0.006055	0.001106	0.002238

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	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	675.5595	675.5595	0.0274	6.2300e-003	678.0675
Electricity Unmitigated											0.0000	733.3059	733.3059	0.0298	6.7700e-003	736.0283
NaturalGas Mitigated											0.0000	45.6926	45.6926	8.8000e-004	8.4000e-004	45.9707
NaturalGas Unmitigated											0.0000	64.9504	64.9504	1.2400e-003	1.1900e-003	65.3457

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					
Free-Standing Discount Superstore Parking Lot	9696120											0.0000	51.7422	51.7422	9.9000e-004	9.5000e-004	52.0571
Regional Shopping Center	247512											0.0000	13.2082	13.2082	2.5000e-004	2.4000e-004	13.2886
Total												0.0000	64.9504	64.9504	1.2400e-003	1.1900e-003	65.3457

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					
Free-Standing Discount Superstore	682122											0.0000	36.4006	36.4006	7.0000e-004	6.7000e-004	36.6222
Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	174125											0.0000	9.2920	9.2920	1.8000e-004	1.7000e-004	9.3485
Total												0.0000	45.6926	45.6926	8.8000e-004	8.4000e-004	45.9707

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Free-Standing Discount Superstore	1.85357e+006	455.6623	0.0185	4.2000e-003	457.3540
Parking Lot	656258	161.3271	6.5500e-003	1.4900e-003	161.9260
Regional Shopping Center	473160	116.3165	4.7200e-003	1.0700e-003	116.7483
Total		733.3059	0.0298	6.7600e-003	736.0283

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Free-Standing Discount Superstore	1.66644e+006	409.6591	0.0166	3.7800e-003	411.1799
Parking Lot	656258	161.3271	6.5500e-003	1.4900e-003	161.9260
Regional Shopping Center	425391	104.5733	4.2400e-003	9.6000e-004	104.9615
Total		675.5595	0.0274	6.2300e-003	678.0675

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	3.9300e-003	3.9300e-003	1.0000e-005	0.0000	4.1500e-003
Unmitigated											0.0000	3.9300e-003	3.9300e-003	1.0000e-005	0.0000	4.1500e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	3.9300e-003	3.9300e-003	1.0000e-005	0.0000	4.1500e-003
Total											0.0000	3.9300e-003	3.9300e-003	1.0000e-005	0.0000	4.1500e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	3.9300e-003	3.9300e-003	1.0000e-005	0.0000	4.1500e-003
Total											0.0000	3.9300e-003	3.9300e-003	1.0000e-005	0.0000	4.1500e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	24.8089	0.3926	9.4400e-003	35.9804
Unmitigated	32.6806	0.4908	0.0118	46.6512

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Free-Standing Discount Superstore	11.9716 / 7.33743	26.0356	0.3910	9.4200e-003	37.1655
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	3.05549 / 1.87272	6.6450	0.0998	2.4000e-003	9.4857
Total		32.6806	0.4908	0.0118	46.6512

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Free-Standing Discount Superstore	9.57728 / 5.86995	19.7644	0.3128	7.5200e-003	28.6644
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	2.44439 / 1.49818	5.0444	0.0798	1.9200e-003	7.3160
Total		24.8089	0.3926	9.4400e-003	35.9804

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	149.8865	8.8580	0.0000	335.9053
Mitigated	149.8865	8.8580	0.0000	335.9053

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Free-Standing Discount Superstore	695.08	141.0950	8.3385	0.0000	316.2029
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	43.31	8.7915	0.5196	0.0000	19.7024
Total		149.8865	8.8580	0.0000	335.9053

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Free-Standing Discount Superstore	695.08	141.0950	8.3385	0.0000	316.2029
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	43.31	8.7915	0.5196	0.0000	19.7024
Total		149.8865	8.8580	0.0000	335.9053

9.0 Operational Offroad

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

CalEEMod Results

Riverwalk Phase II - 2020 Operational Regulations & Design Features

- **Passenger Vehicles**
- **Area**
- **Energy**
- **Waste**
- **Water**

Riverwalk Phase II - Operational 2020 - With Regulations & Design Features

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	17.12	Acre	17.12	745,747.20	0
Free-Standing Discount Superstore	161.60	1000sqft	3.71	161,602.00	0
Regional Shopping Center	41.25	1000sqft	0.95	41,252.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	51
Climate Zone	7			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW/hr)	541.96	CH4 Intensity (lb/MW/hr)	0.022	N2O Intensity (lb/MW/hr)	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Based on Renewable Portfolio Standard

Land Use - Based on site plan

Construction Phase - Operational only

Off-road Equipment - Operation only

Trips and VMT - Operational only

Architectural Coating - Operational only

Vehicle Trips - Trip rates and pass-by percentages from the Riverwalk Marketplace Phase 2 Traffic Study prepared by Ruettggers & Schuler Civil Engineers

Vehicle Emission Factors - Fleet mix adjusted to reflect customers and employees; emissions of light duty autos adjusted to reflect clean car standards as determined by Pavley II (3% reduction)

Vehicle Emission Factors - Fleet mix adjusted to reflect customers and employees; emissions of light duty autos adjusted to reflect clean car standards as determined by Pavley II (3% reduction)

Vehicle Emission Factors - Fleet mix adjusted to reflect customers and employees; emissions of light duty autos adjusted to reflect clean car standards as determined by Pavley II (3% reduction)

Energy Use - Based on Renewable Portfolio Standard

Energy Mitigation - The 2013 Title 24 Standards require a 30% energy efficiency improvement compared to the 2008 Title 24 requirements assumed in CalEEMod.

Water Mitigation - 20% Reduction based on California Green Building Standards Code

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	0.00
tblConstructionPhase	NumDays	20.00	1.00
tblLandUse	LandUseSquareFeet	41,250.00	41,252.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	630.89	541.96
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblProjectCharacteristics	OperationalYear	2014	2020
tblTripsAndVMT	WorkerTripNumber	76.00	0.00
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	LDA	8.0770e-003	7.8350e-003
tblVehicleEF	LDA	5.4660e-003	5.3020e-003
tblVehicleEF	LDA	224.21	217.49
tblVehicleEF	LDA	51.40	49.86
tblVehicleEF	LDA	0.41	0.44
tblVehicleEF	LDA	0.07	0.07
tblVehicleEF	LDA	0.08	0.08
tblVehicleEF	LDA	8.0770e-003	7.8350e-003
tblVehicleEF	LDA	5.4660e-003	5.3020e-003
tblVehicleEF	LDA	247.14	239.73
tblVehicleEF	LDA	51.40	49.86
tblVehicleEF	LDA	0.41	0.44
tblVehicleEF	LDA	0.07	0.06
tblVehicleEF	LDA	0.08	0.08
tblVehicleEF	LDA	8.0770e-003	7.8350e-003
tblVehicleEF	LDA	5.4660e-003	5.3020e-003
tblVehicleEF	LDA	214.84	208.39
tblVehicleEF	LDA	51.40	49.86

tblVehicleEF	LDA	0.41	0.44
tblVehicleEF	LDA	0.08	0.07
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	270.15	262.04
tblVehicleEF	LDT1	61.65	59.80
tblVehicleEF	LDT1	0.07	0.10
tblVehicleEF	LDT1	0.20	0.19
tblVehicleEF	LDT1	0.21	0.20
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	296.00	287.12
tblVehicleEF	LDT1	61.65	59.80
tblVehicleEF	LDT1	0.07	0.10
tblVehicleEF	LDT1	0.18	0.18
tblVehicleEF	LDT1	0.19	0.18
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	259.58	251.79
tblVehicleEF	LDT1	61.65	59.80
tblVehicleEF	LDT1	0.07	0.10
tblVehicleEF	LDT1	0.22	0.21
tblVehicleEF	LDT1	0.23	0.22
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.8520e-003	8.5860e-003
tblVehicleEF	LDT2	334.65	324.61
tblVehicleEF	LDT2	76.10	73.81
tblVehicleEF	LDT2	0.16	0.19
tblVehicleEF	LDT2	0.12	0.12
tblVehicleEF	LDT2	0.17	0.17
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.8520e-003	8.5860e-003

tblVehicleEF	LDT2	367.85	356.82
tblVehicleEF	LDT2	76.10	73.81
tblVehicleEF	LDT2	0.16	0.19
tblVehicleEF	LDT2	0.12	0.11
tblVehicleEF	LDT2	0.16	0.16
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.8520e-003	8.5860e-003
tblVehicleEF	LDT2	321.08	311.45
tblVehicleEF	LDT2	76.10	73.81
tblVehicleEF	LDT2	0.16	0.19
tblVehicleEF	LDT2	0.14	0.13
tblVehicleEF	LDT2	0.19	0.18
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleEF	MHD	0.02	0.00
tblVehicleTrips	DV_TP	35.50	36.50
tblVehicleTrips	DV_TP	35.00	33.00
tblVehicleTrips	PB_TP	17.00	15.00
tblVehicleTrips	PB_TP	11.00	15.00
tblVehicleTrips	PR_TP	47.50	48.50
tblVehicleTrips	PR_TP	54.00	52.00
tblVehicleTrips	ST_TR	64.07	42.54
tblVehicleTrips	ST_TR	49.97	80.54
tblVehicleTrips	SU_TR	56.12	42.54
tblVehicleTrips	SU_TR	25.24	80.54
tblVehicleTrips	WD_TR	53.13	42.54
tblVehicleTrips	WD_TR	42.94	80.54

2.0 Emissions Summary

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											0.0000	3.9300e-003	3.9300e-003	1.0000e-005	0.0000	4.1500e-003
Energy											0.0000	798.2563	798.2563	0.0310	7.9600e-003	801.3739
Mobile											0.0000	5,575.2454	5,575.2454	0.2334	0.0000	5,580.1476
Waste											149.8865	0.0000	149.8865	8.8580	0.0000	335.9053
Water											4.7674	27.9132	32.6806	0.4908	0.0118	46.6512
Total											154.6539	6,401.4188	6,556.0727	9.6133	0.0198	6,764.0822

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											0.0000	3.9300e-003	3.9300e-003	1.0000e-005	0.0000	4.1500e-003
Energy											0.0000	721.2521	721.2521	0.0283	7.0700e-003	724.0382
Mobile											0.0000	4,946.3072	4,946.3072	0.2104	0.0000	4,950.7247
Waste											149.8865	0.0000	149.8865	8.8580	0.0000	335.9053
Water											3.8139	20.9949	24.8089	0.3926	9.4400e-003	35.9804
Total											153.7004	5,688.5582	5,842.2586	9.4893	0.0165	6,046.6527

	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	0.62	11.14	10.89	1.29	16.53	10.61

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Diversity
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network

	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											0.0000	4,946.3072	4,946.3072	0.2104	0.0000	4,950.7247
Unmitigated											0.0000	5,575.2454	5,575.2454	0.2334	0.0000	5,580.1476

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Free-Standing Discount Superstore	6,874.46	6,874.46	6874.46	10,982,536	9,686,597
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	3,322.28	3,322.28	3322.28	5,598,258	4,937,663
Total	10,196.74	10,196.74	10,196.74	16,580,794	14,624,260

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
Free-Standing Discount	9.50	7.30	7.30	13.20	67.80	19.00	48.5	36.5	15
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	52	33	15

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.435225	0.099938	0.191430	0.195282	0.057212	0.008237	0.000000	0.000000	0.001813	0.001463	0.006055	0.001106	0.002238

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	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	675.5595	675.5595	0.0274	6.2300e-003	678.0675
Electricity Unmitigated											0.0000	733.3059	733.3059	0.0298	6.7700e-003	736.0283
NaturalGas Mitigated											0.0000	45.6926	45.6926	8.8000e-004	8.4000e-004	45.9707
NaturalGas Unmitigated											0.0000	64.9504	64.9504	1.2400e-003	1.1900e-003	65.3457

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					
Free-Standing Discount Superstore	969612											0.0000	51.7422	51.7422	9.9000e-004	9.5000e-004	52.0571
Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	247512											0.0000	13.2082	13.2082	2.5000e-004	2.4000e-004	13.2886
Total												0.0000	64.9504	64.9504	1.2400e-003	1.1900e-003	65.3457

Mitigated

	Natural Gas 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					
Free-Standing Discount Superstore	682122											0.0000	36.4006	36.4006	7.0000e-004	6.7000e-004	36.6222
Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	174125											0.0000	9.2920	9.2920	1.8000e-004	1.7000e-004	9.3485
Total												0.0000	45.6926	45.6926	8.8000e-004	8.4000e-004	45.9707

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Free-Standing Discount Superstore	1.85357e+006	455.6623	0.0185	4.2000e-003	457.3540
Parking Lot	656258	161.3271	6.5500e-003	1.4900e-003	161.9260
Regional Shopping Center	473160	116.3165	4.7200e-003	1.0700e-003	116.7483
Total		733.3059	0.0298	6.7600e-003	736.0283

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Free-Standing Discount Superstore	1.66644e+006	409.6591	0.0166	3.7800e-003	411.1799
Parking Lot	656258	161.3271	6.5500e-003	1.4900e-003	161.9260
Regional Shopping Center	425391	104.5733	4.2400e-003	9.6000e-004	104.9615
Total		675.5595	0.0274	6.2300e-003	678.0675

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	3.9300e-003	3.9300e-003	1.0000e-005	0.0000	4.1500e-003
Unmitigated											0.0000	3.9300e-003	3.9300e-003	1.0000e-005	0.0000	4.1500e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	3.9300e-003	3.9300e-003	1.0000e-005	0.0000	4.1500e-003
Total											0.0000	3.9300e-003	3.9300e-003	1.0000e-005	0.0000	4.1500e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	3.9300e-003	3.9300e-003	1.0000e-005	0.0000	4.1500e-003
Total											0.0000	3.9300e-003	3.9300e-003	1.0000e-005	0.0000	4.1500e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	24.8089	0.3926	9.4400e-003	35.9804
Unmitigated	32.6806	0.4908	0.0118	46.6512

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Free-Standing Discount Superstore	11.9716 / 7.33743	26.0356	0.3910	9.4200e-003	37.1655
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	3.05549 / 1.87272	6.6450	0.0998	2.4000e-003	9.4857
Total		32.6806	0.4908	0.0118	46.6512

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Free-Standing Discount Superstore	9.57728 / 5.86995	19.7644	0.3128	7.5200e-003	28.6644
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	2.44439 / 1.49818	5.0444	0.0798	1.9200e-003	7.3160
Total		24.8089	0.3926	9.4400e-003	35.9804

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	149.8865	8.8580	0.0000	335.9053
Mitigated	149.8865	8.8580	0.0000	335.9053

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Free-Standing Discount Superstore	695.08	141.0950	8.3385	0.0000	316.2029
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	43.31	8.7915	0.5196	0.0000	19.7024
Total		149.8865	8.8580	0.0000	335.9053

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Free-Standing Discount Superstore	695.08	141.0950	8.3385	0.0000	316.2029
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	43.31	8.7915	0.5196	0.0000	19.7024
Total		149.8865	8.8580	0.0000	335.9053

9.0 Operational Offroad

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



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: Status and Review of Declaration of Local Drought Emergency

SOURCE: City Manager's Office

COMMENT: Governor Brown issued Executive Order B-29-15 on Wednesday, April 1, 2015, which established drought-related mandates and restrictions in addition to those already stipulated in previous Executive Orders B-26-14 and B-28-14. Of significance, the Governor directed the State Water Resources Control Board to impose restrictions to achieve a statewide 25% reduction in potable urban water usage through February 28, 2016, in comparison to the amount used in 2013, and with consideration given to per capita usage as a basis. The Governor further directed the Board to impose additional restrictions on commercial, industrial, and institutional properties with significant landscaping (cemeteries, golf courses, parks, schools, etc.), to also achieve a 25% reduction in potable water usage. Also of significance, the Board is directed to prohibit irrigation with potable water outside of newly constructed homes and buildings that is not delivered by drip or micro-spray systems. On November 13th, Governor Brown issued Executive Order B-36-15, which extends emergency conservation regulations through October 2016 if drought conditions persist through January.

Of significance at the City Council's last meeting on November 17th meeting, the Council took action to immediately terminate the authorization for the County to purchase up to 500,000 gallons of City water per month in support of the County's Household Tank Program in East Porterville. The Council's action was in response to the State's recent direction that the new City/County well being developed stop being designed to be connected to the City's water distribution system as originally determined, but instead be designed as a filling station for the County's Household Tank Program. City, County and State representatives had previously committed that the new well would be connected to the City's water distribution system, which would initially provide the 3 million gallons of water per month County OES had requested by Mutual Aid Request to serve the East Porterville Household Tank Program, and then subsequently connect the 115 single family residences that have been identified in the East Porterville area that are not currently connected to the City's water system, but water mains exist in front of the residence and could be connected without new water mains being constructed. County representatives have stated that the State changed direction on the use of the new well to that of a filling station, given the difficulty County OES has experienced in securing water sources to place and serve household tanks throughout Tulare County. City staff continues to attempt to coordinate with State and County representatives on the new well not being used as a filling station, but instead being connected

to the City's water system as originally determined toward addressing both immediate and long-term solutions for East Porterville.

Also at the meeting on November 17th, the City Council took action in the continued affirmation of the adoption of a Resolution of Declaration of Local Emergency, due to local residences within the city having been identified as having wells that are now dry as a result of the drought. Approximately twenty-five (25) residences within the city have been determined to currently have dry wells, most of which are concentrated in the vicinity of E. Vandalia Avenue between Main and Plano Streets, and it is anticipated that more could likely occur through the coming months. City staff has submitted a Mutual Aid Request to Tulare County OES to initiate the household tank program for identified properties within the city where wells are dry. As previously reported, City staff has resubmitted the E. Vandalia water connection project to the State for grant-funding consideration. Given staff's perception that the State is not inclined to provide funding for this water connection project, staff conducted an outreach meeting with the affected area residents on Thursday, September 10th, to begin discussions regarding the formation of a water utility district. Another meeting with the affected residents will soon be scheduled.

RECOMMENDATION: That the City Council receive the report of status and review of the Declaration of Local Emergency and determine the need exists to continue said Declaration.

ATTACHMENTS:

1. Resolution 49-2015 - Declaration of Local Emergency
2. Governor's Executive Order
3. CalOES Drought Update

Appropriated/Funded:

Review By:

Department Director:

Final Approver: John Lollis, City Manager

RESOLUTION NO. 49-2015

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF PORTERVILLE DECLARING A DROUGHT EMERGENCY
WITHIN THE CITY OF PORTERVILLE

WHEREAS: in response to the ongoing severe drought, the State Water Resources Control Board approved an emergency regulation to ensure water agencies, their customers, and state residents increase water conservation in urban settings or face possible fines or other enforcement; and

WHEREAS: as we enter the fourth year of severe drought, long-term forecasts indicate no relief of the current drought conditions, and suggest a warmer-than-average summer, resulting in increased domestic demand for water; and

WHEREAS: public and private potable water supplies continue to be threatened due to decreasing supplies of groundwater caused by the precipitation deficit and an extended state of groundwater overdraft; and

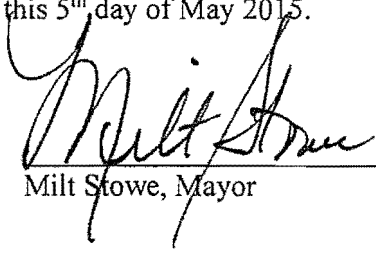
WHEREAS: the long-term ramifications of the current drought will have a significant impact on the city of Porterville and potentially pose a danger to the health and welfare of its residents; and

NOW, THEREFORE, BE IT RESOLVED: that the City Council of the City of Porterville does hereby proclaim that, due to drought conditions, a Local Emergency now exists in the city of Porterville and shall remain in effect for the duration of the emergency; and

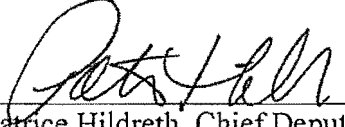
BE IT FURTHER RESOLVED: that the City Council of the City of Porterville requests the Governor and California Department of Water Resources make available California Disaster Assistance Act funding for the State of Local Emergency proclaimed on May 5, 2015, and seek all available forms of Federal assistance, to include a Presidential Declaration of Emergency and Individual Assistance and Public Assistance programs as applicable; and

BE IT FURTHER RESOLVED: that a copy of this resolution be forwarded to the State Director of the Office of Emergency Services.

PASSED, APPROVED, AND ADOPTED this 5th day of May 2015.


Milt Stowe, Mayor

ATTEST:
John D. Lollis, City Clerk


By: Patrice Hildreth, Chief Deputy City Clerk

Executive Department
State of California

EXECUTIVE ORDER B-29-15

WHEREAS on January 17, 2014, I proclaimed a State of Emergency to exist throughout the State of California due to severe drought conditions; and

WHEREAS on April 25, 2014, I proclaimed a Continued State of Emergency to exist throughout the State of California due to the ongoing drought; and

WHEREAS California's water supplies continue to be severely depleted despite a limited amount of rain and snowfall this winter, with record low snowpack in the Sierra Nevada mountains, decreased water levels in most of California's reservoirs, reduced flows in the state's rivers and shrinking supplies in underground water basins; and

WHEREAS the severe drought conditions continue to present urgent challenges including: drinking water shortages in communities across the state, diminished water for agricultural production, degraded habitat for many fish and wildlife species, increased wildfire risk, and the threat of saltwater contamination to fresh water supplies in the Sacramento-San Joaquin Bay Delta; and

WHEREAS a distinct possibility exists that the current drought will stretch into a fifth straight year in 2016 and beyond; and

WHEREAS new expedited actions are needed to reduce the harmful impacts from water shortages and other impacts of the drought; and

WHEREAS the magnitude of the severe drought conditions continues to present threats beyond the control of the services, personnel, equipment, and facilities of any single local government and require the combined forces of a mutual aid region or regions to combat; and

WHEREAS under the provisions of section 8558(b) of the Government Code, I find that conditions of extreme peril to the safety of persons and property continue to exist in California due to water shortage and drought conditions with which local authority is unable to cope; and

WHEREAS under the provisions of section 8571 of the California Government Code, I find that strict compliance with various statutes and regulations specified in this order would prevent, hinder, or delay the mitigation of the effects of the drought.

NOW, THEREFORE, I, EDMUND G. BROWN JR., Governor of the State of California, in accordance with the authority vested in me by the Constitution and statutes of the State of California, in particular Government Code sections 8567 and 8571 of the California Government Code, do hereby issue this Executive Order, effective immediately.

IT IS HEREBY ORDERED THAT:

1. The orders and provisions contained in my January 17, 2014 Proclamation, my April 25, 2014 Proclamation, and Executive Orders B-26-14 and B-28-14 remain in full force and effect except as modified herein.

SAVE WATER

2. The State Water Resources Control Board (Water Board) shall impose restrictions to achieve a statewide 25% reduction in potable urban water usage through February 28, 2016. These restrictions will require water suppliers to California's cities and towns to reduce usage as compared to the amount used in 2013. These restrictions should consider the relative per capita water usage of each water suppliers' service area, and require that those areas with high per capita use achieve proportionally greater reductions than those with low use. The California Public Utilities Commission is requested to take similar action with respect to investor-owned utilities providing water services.
3. The Department of Water Resources (the Department) shall lead a statewide initiative, in partnership with local agencies, to collectively replace 50 million square feet of lawns and ornamental turf with drought tolerant landscapes. The Department shall provide funding to allow for lawn replacement programs in underserved communities, which will complement local programs already underway across the state.
4. The California Energy Commission, jointly with the Department and the Water Board, shall implement a time-limited statewide appliance rebate program to provide monetary incentives for the replacement of inefficient household devices.
5. The Water Board shall impose restrictions to require that commercial, industrial, and institutional properties, such as campuses, golf courses, and cemeteries, immediately implement water efficiency measures to reduce potable water usage in an amount consistent with the reduction targets mandated by Directive 2 of this Executive Order.
6. The Water Board shall prohibit irrigation with potable water of ornamental turf on public street medians.
7. The Water Board shall prohibit irrigation with potable water outside of newly constructed homes and buildings that is not delivered by drip or microspray systems.

8. The Water Board shall direct urban water suppliers to develop rate structures and other pricing mechanisms, including but not limited to surcharges, fees, and penalties, to maximize water conservation consistent with statewide water restrictions. The Water Board is directed to adopt emergency regulations, as it deems necessary, pursuant to Water Code section 1058.5 to implement this directive. The Water Board is further directed to work with state agencies and water suppliers to identify mechanisms that would encourage and facilitate the adoption of rate structures and other pricing mechanisms that promote water conservation. The California Public Utilities Commission is requested to take similar action with respect to investor-owned utilities providing water services.

INCREASE ENFORCEMENT AGAINST WATER WASTE

9. The Water Board shall require urban water suppliers to provide monthly information on water usage, conservation, and enforcement on a permanent basis.
10. The Water Board shall require frequent reporting of water diversion and use by water right holders, conduct inspections to determine whether illegal diversions or wasteful and unreasonable use of water are occurring, and bring enforcement actions against illegal diverters and those engaging in the wasteful and unreasonable use of water. Pursuant to Government Code sections 8570 and 8627, the Water Board is granted authority to inspect property or diversion facilities to ascertain compliance with water rights laws and regulations where there is cause to believe such laws and regulations have been violated. When access is not granted by a property owner, the Water Board may obtain an inspection warrant pursuant to the procedures set forth in Title 13 (commencing with section 1822.50) of Part 3 of the Code of Civil Procedure for the purposes of conducting an inspection pursuant to this directive.
11. The Department shall update the State Model Water Efficient Landscape Ordinance through expedited regulation. This updated Ordinance shall increase water efficiency standards for new and existing landscapes through more efficient irrigation systems, greywater usage, onsite storm water capture, and by limiting the portion of landscapes that can be covered in turf. It will also require reporting on the implementation and enforcement of local ordinances, with required reports due by December 31, 2015. The Department shall provide information on local compliance to the Water Board, which shall consider adopting regulations or taking appropriate enforcement actions to promote compliance. The Department shall provide technical assistance and give priority in grant funding to public agencies for actions necessary to comply with local ordinances.
12. Agricultural water suppliers that supply water to more than 25,000 acres shall include in their required 2015 Agricultural Water Management Plans a detailed drought management plan that describes the actions and measures the supplier will take to manage water demand during drought. The Department shall require those plans to include quantification of water supplies and demands for 2013, 2014, and 2015 to the extent data is available. The Department will provide technical assistance to water suppliers in preparing the plans.

13. Agricultural water suppliers that supply water to 10,000 to 25,000 acres of irrigated lands shall develop Agricultural Water Management Plans and submit the plans to the Department by July 1, 2016. These plans shall include a detailed drought management plan and quantification of water supplies and demands in 2013, 2014, and 2015, to the extent that data is available. The Department shall give priority in grant funding to agricultural water suppliers that supply water to 10,000 to 25,000 acres of land for development and implementation of Agricultural Water Management Plans.
14. The Department shall report to Water Board on the status of the Agricultural Water Management Plan submittals within one month of receipt of those reports.
15. Local water agencies in high and medium priority groundwater basins shall immediately implement all requirements of the California Statewide Groundwater Elevation Monitoring Program pursuant to Water Code section 10933. The Department shall refer noncompliant local water agencies within high and medium priority groundwater basins to the Water Board by December 31, 2015, which shall consider adopting regulations or taking appropriate enforcement to promote compliance.
16. The California Energy Commission shall adopt emergency regulations establishing standards that improve the efficiency of water appliances, including toilets, urinals, and faucets available for sale and installation in new and existing buildings.

INVEST IN NEW TECHNOLOGIES

17. The California Energy Commission, jointly with the Department and the Water Board, shall implement a Water Energy Technology (WET) program to deploy innovative water management technologies for businesses, residents, industries, and agriculture. This program will achieve water and energy savings and greenhouse gas reductions by accelerating use of cutting-edge technologies such as renewable energy-powered desalination, integrated on-site reuse systems, water-use monitoring software, irrigation system timing and precision technology, and on-farm precision technology.

STREAMLINE GOVERNMENT RESPONSE

18. The Office of Emergency Services and the Department of Housing and Community Development shall work jointly with counties to provide temporary assistance for persons moving from housing units due to a lack of potable water who are served by a private well or water utility with less than 15 connections, and where all reasonable attempts to find a potable water source have been exhausted.
19. State permitting agencies shall prioritize review and approval of water infrastructure projects and programs that increase local water supplies, including water recycling facilities, reservoir improvement projects, surface water treatment plants, desalination plants, stormwater capture, and greywater systems. Agencies shall report to the Governor's Office on applications that have been pending for longer than 90 days.

20. The Department shall take actions required to plan and, if necessary, implement Emergency Drought Salinity Barriers in coordination and consultation with the Water Board and the Department of Fish and Wildlife at locations within the Sacramento - San Joaquin delta estuary. These barriers will be designed to conserve water for use later in the year to meet state and federal Endangered Species Act requirements, preserve to the extent possible water quality in the Delta, and retain water supply for essential human health and safety uses in 2015 and in the future.
21. The Water Board and the Department of Fish and Wildlife shall immediately consider any necessary regulatory approvals for the purpose of installation of the Emergency Drought Salinity Barriers.
22. The Department shall immediately consider voluntary crop idling water transfer and water exchange proposals of one year or less in duration that are initiated by local public agencies and approved in 2015 by the Department subject to the criteria set forth in Water Code section 1810.
23. The Water Board will prioritize new and amended safe drinking water permits that enhance water supply and reliability for community water systems facing water shortages or that expand service connections to include existing residences facing water shortages. As the Department of Public Health's drinking water program was transferred to the Water Board, any reference to the Department of Public Health in any prior Proclamation or Executive Order listed in Paragraph 1 is deemed to refer to the Water Board.
24. The California Department of Forestry and Fire Protection shall launch a public information campaign to educate the public on actions they can take to help to prevent wildfires including the proper treatment of dead and dying trees. Pursuant to Government Code section 8645, \$1.2 million from the State Responsibility Area Fire Prevention Fund (Fund 3063) shall be allocated to the California Department of Forestry and Fire Protection to carry out this directive.
25. The Energy Commission shall expedite the processing of all applications or petitions for amendments to power plant certifications issued by the Energy Commission for the purpose of securing alternate water supply necessary for continued power plant operation. Title 20, section 1769 of the California Code of Regulations is hereby waived for any such petition, and the Energy Commission is authorized to create and implement an alternative process to consider such petitions. This process may delegate amendment approval authority, as appropriate, to the Energy Commission Executive Director. The Energy Commission shall give timely notice to all relevant local, regional, and state agencies of any petition subject to this directive, and shall post on its website any such petition.

26. For purposes of carrying out directives 2–9, 11, 16–17, 20–23, and 25, Division 13 (commencing with section 21000) of the Public Resources Code and regulations adopted pursuant to that Division are hereby suspended. This suspension applies to any actions taken by state agencies, and for actions taken by local agencies where the state agency with primary responsibility for implementing the directive concurs that local action is required, as well as for any necessary permits or approvals required to complete these actions. This suspension, and those specified in paragraph 9 of the January 17, 2014 Proclamation, paragraph 19 of the April 25, 2014 proclamation, and paragraph 4 of Executive Order B-26-14, shall remain in effect until May 31, 2016. Drought relief actions taken pursuant to these paragraphs that are started prior to May 31, 2016, but not completed, shall not be subject to Division 13 (commencing with section 21000) of the Public Resources Code for the time required to complete them.
27. For purposes of carrying out directives 20 and 21, section 13247 and Chapter 3 of Part 3 (commencing with section 85225) of the Water Code are suspended.
28. For actions called for in this proclamation in directive 20, the Department shall exercise any authority vested in the Central Valley Flood Protection Board, as codified in Water Code section 8521, et seq., that is necessary to enable these urgent actions to be taken more quickly than otherwise possible. The Director of the Department of Water Resources is specifically authorized, on behalf of the State of California, to request that the Secretary of the Army, on the recommendation of the Chief of Engineers of the Army Corps of Engineers, grant any permission required pursuant to section 14 of the Rivers and Harbors Act of 1899 and codified in section 48 of title 33 of the United States Code.
29. The Department is directed to enter into agreements with landowners for the purposes of planning and installation of the Emergency Drought Barriers in 2015 to the extent necessary to accommodate access to barrier locations, land-side and water-side construction, and materials staging in proximity to barrier locations. Where the Department is unable to reach an agreement with landowners, the Department may exercise the full authority of Government Code section 8572.
30. For purposes of this Executive Order, chapter 3.5 (commencing with section 11340) of part 1 of division 3 of the Government Code and chapter 5 (commencing with section 25400) of division 15 of the Public Resources Code are suspended for the development and adoption of regulations or guidelines needed to carry out the provisions in this Order. Any entity issuing regulations or guidelines pursuant to this directive shall conduct a public meeting on the regulations and guidelines prior to adopting them.

31. In order to ensure that equipment and services necessary for drought response can be procured quickly, the provisions of the Government Code and the Public Contract Code applicable to state contracts, including, but not limited to, advertising and competitive bidding requirements, are hereby suspended for directives 17, 20, and 24. Approval by the Department of Finance is required prior to the execution of any contract entered into pursuant to these directives.

This Executive Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

I FURTHER DIRECT that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given to this Order.

IN WITNESS WHEREOF I have
hereunto set my hand and caused the
Great Seal of the State of California to
be affixed this 1st day of April 2015.

EDMUND G. BROWN JR.
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State



Drought Update

Wednesday, November 25, 2015

KEY ACTION ITEMS FROM THIS WEEK

- **Brown Issues Executive Order Intensifying State's Drought Response:** On November 13, Governor Brown [issued](#) an [Executive Order](#) that calls for additional actions to build on the state's ongoing response to record dry conditions and assist recovery efforts from this year's devastating wildfires. The Executive Order also intensifies the state's drought response by extending emergency conservation regulations through October 2016, if drought persists through January, and streamlines project permitting that seek to capture stormwater from high precipitation events. The proclamation also directs \$5 million from the 2015 state budget to the State Water Board to help secure safe drinking water for small water systems. To learn more about the state's drought response, visit: Drought.CA.Gov.
- **DWR Implements New Groundwater Basin Boundary Regulations:** On November 16, DWR [implemented](#) new groundwater basin boundary regulations, a key provision of the state's Sustainable Groundwater Management Act ([SGMA](#)). This implementation will give local agencies an additional six weeks to prepare requests for any basin boundary changes. DWR will accept requests from local agencies for basin boundary modifications from January 1, 2015 through March 31, 2016.

Along with the implementation of the new rules, DWR also unveiled a new web-based [reporting system](#) that allows local agencies to submit basin boundary modification requests and provides public access to view basin boundary modification information. Also new, the [Groundwater Basin Boundary Assessment Tool](#) is an interactive map application that allows users to overlay Geographic Information Systems (GIS) layers onto a map of California.

- **Emergency Drought Barrier Removed from Delta:** On November 16, the Department of Water Resources (DWR) [announced](#) that the 750-foot emergency drought barrier that spanned West False River has been completely dismantled. The barrier was placed in May and June earlier this year to prevent saltwater intrusion into the central Sacramento-San Joaquin Delta from the San Francisco Bay. The barrier was an essential part of DWR's strategy to maintain good water quality in the Delta, which provides water to 25 million Californians, and saved about 90,000 acre-feet in upstream reservoirs for the last quarter of 2015. More information on emergency drought barriers is available [here](#).
- **ACWA Releases Infographic that Identifies Key Drought Recovery Factors:** On November 18, the Association of California Water Agencies (ACWA) [released](#) an [infographic](#) that provides a high-level summary of key drought recovery factors which the National Oceanic and Atmospheric Administration (NOAA) and DWR are monitoring for signs of improvement. With the anticipation of a strong El Niño, experts caution that heavy rain and flooding in some parts of the state will not necessarily end California's four-year drought. State and local water managers are urging the public to prepare for possible floods and extreme weather events, while still conserving as much water as possible.

- **California's Water Conservation Education Program Campaign:** On November 11, Save Our Water released a new [PSA](#) reminding Californians to continue conserving water while preparing for flooding throughout the winter season. The NBA approved the PSA featuring Golden State Warrior stars Steph Curry & Klay Thompson ("Splash Brothers"), and is working with Comcast SportsNet and the Warriors on a release plan. In addition, Save Our Water continues to promote the "[Claim your Turf Replacement](#)", and "[Claim Your Toilet](#)" rebate programs. For more tips and tools to help conserve water and keep trees healthy during the drought, please visit Save Our Water's website, which is available in both [English](#) and [Spanish](#), or connect with the program on [Facebook](#), [Twitter](#) or [Instagram](#).
- **Governor's Drought Task Force:** The Task Force continues to take actions that conserve water and coordinate state response to the drought. During the November 19 meeting, the Task Force provided details and discussions of the current State actions regarding winter storm preparedness.

In addition, the Labor Workforce Development Agency announced that the federally funded Drought Temporary Jobs program has enrolled 556 participants at 110 worksite projects in 24 counties. The program is funded through the U.S. Department of Labor's National Dislocated Worker Grant program which offers 6 months of employment on drought-related public works projects for up to 1,000 workers affected by the drought.

ONGOING DROUGHT SUPPORT

- **Emergency Food Aid, Utility and Employment Assistance:** The Department of Social Services (CDSS) Drought Food Assistance Program (DFAP) provides food assistance to affected communities that suffer high levels of unemployment from the drought. To date, over 1,013,968 boxes have been provided to community food banks in drought-impacted counties, with an average of approximately 13,250 food boxes per week since June 2014. Approximately 915,013 boxes of food have been picked up by 478,110 households.

Food boxes distributions vary by county and occur 1-4 times per month. Nearly 60% of the food distributions have occurred in the Tulare Basin (Fresno, Kern, Kings and Tulare). There are 8,400 boxes scheduled for delivery for the week ending November 27 to Fresno, Kern, Kings, Riverside, and Tulare counties.

The Department of Community Services and Development (CSD) allocated an additional \$600,000, under the federally-funded Community Services Block Grant (CSBG), to continue the [Drought Water Assistance Program \(DWAP\)](#) which provides financial assistance to help low-income families pay their water bills. As of November 13, CSD has reported that a total of \$583,231 has been issued to 2,899 households.

CSD is in the process of allocating \$400,000, under CSBG, to continue the Migrant and Seasonal Farmworker (MSFW) drought assistance program, which provides assistance in employment training and placement services to individuals impacted by the drought. This program provides employment training and placement services to migrant and seasonal farmworkers suffering job loss or reduced employment due to the drought. To date, CSD has reported that a total of \$103,112 has been issued to the Center for Employment Training, California Human Development, Central Valley Opportunity Center, Center for Employment Training and Proteus with 80 participants enrolled.

In response to California's historic drought, CSD has received \$7.5 million in General Fund to implement the Drought Emergency Assistance Program (DEAP) to provide emergency relief and support services to drought-impacted individuals and their families and households. As of November 13, CSD has reported that a total of \$3,151,972 has been issued to 2,271 households for rental, utility and food assistance.

- **Drought Response Funding:** The \$687 million in state drought funding that was appropriated last March through emergency legislation, as well as \$142 million provided in the 2014 Budget Act, continues to advance toward meeting critical needs. To date, \$468 million has been committed, and nearly \$625 million of the emergency funds appropriated in March came from sources dedicated to capital improvements to water systems. Since March, the Department of Water Resources has expedited grant approvals, getting \$21 million immediately allocated to grantees that were pre-approved for certain projects.

As planned in March, the next \$200 million of expedited capital funding was awarded in October, and the remaining \$250 million will be granted by fall 2015. The 2014 Budget Act appropriated an additional \$53.8 million to CAL FIRE over its typical budget to enhance firefighter surge capacity and retain seasonal firefighters beyond the typical fire season.

As a result of continuing drought conditions, emergency legislation was enacted in March 2015 that appropriated over \$1 billion of additional funds for drought-related projects and activities. The Administration's May Revision proposal includes an additional \$2.2 billion for programs that protect and expand local water supplies, improve water conservation, and provide immediate relief to impacted communities.

CURRENT DROUGHT CONDITIONS

- **Recent Precipitation:** In the past week, there has been wide-spread precipitation throughout the state with the Northern and Southern Sierra experiencing light amounts of rainfall ranging from 0.5 to 1.5 inches. The central coast regions observed 0.2 to 0.4 inches of rain, and the largest amounts occurred in the north coast ranging from 1 to 4 inches. A light amount of precipitation is expected to begin in the north coast Monday and throughout early Wednesday reaching 0.4 inches.

Below are precipitation totals (in inches) from November 10 through November 20, and year-to-date rainfall based on the water year cycle (October 1, 2015 to September 30, 2016).

- | | |
|---------------------------------------|--|
| • Bakersfield: 0.28" (0.70") | • Monterey: 0.94" (3.78") |
| • Paso Robles: 0.35" (1.19") | • Redding: 0.76" (1.48") |
| • Fresno: 0.38" (1.89") | • Riverside: 0.00" (0.38") |
| • Yosemite: 1.35" (7.51") | • Sacramento: 0.36" (1.66") |
| • Los Angeles: 0.00" (0.45") | • San Diego: 0.13" (1.71") |
| • Stockton: 0.18" (1.87") | • Mount Shasta: 0.60" (1.56") |
| • San Francisco: 0.39" (1.19") | • South Lake Tahoe: 0.26" (3.37") |
- **Fire Activity:** Since the beginning of the year, firefighters from CAL FIRE and the U.S. Forest Service have responded to over 8,184 wildfires across the state, burning 825,720 acres. Fire activity across California remains high with nearly 155 combined wildfires in just the past two weeks.

- **CAL FIRE Burn Suspension Status:** Due to cooler temperatures and recent rains, CAL FIRE has lifted the burn suspension in the State Responsibility Area in Northern California and portions of Central California, allowing residential outdoor burning of landscape debris with a permit.

CAL FIRE continues to monitor weather conditions closely and has the ability to increase staffing should the weather conditions change or if there is a need to support wildfire activity and any other emergencies in the State. For additional information on preparing for and preventing wildfires, please visit <http://www.readyforwildfire.org/>.

- **Dry Well Reports:** With California at the end of its fourth year of a severe, hot drought, the Governor's Drought Task Force continues to monitor and identify communities and local water systems in danger of running out of water. Over the summer, a cross-agency team, led by DWR, developed a new system that improves and streamlines data collection and reporting for [household water shortages](#) for California water systems with fewer than 15 household connections.

As of November 18, approximately 2,455 wells statewide have been identified as critical or dry, which affects an estimated 12,275 residents. Cal OES has reported that 2,308 of the 2,455 dry wells are concentrated in the inland regions within the Central Valley. If you are experiencing a water supply shortage, please [submit a report](#) on DWR's website.

- **Vulnerable Water Systems:** The State Water Board continues to provide technical and funding assistance to several communities facing drinking water shortages, and is monitoring water systems across the state. Since January 2014, 102 out of the 142 projects approved to receive emergency funding for interim replacement drinking water have been executed.

On May 19, the State Water Board adopted Guidelines for administering the latest emergency drought appropriations of \$19 million announced this past March. To date, the State Water Board has received requests for \$6.5 million of those funds.

Projected Reservoir Management: Since the last report on November 13, Central Valley reservoirs from Shasta and Trinity in the North to Isabella in the South had a net gain in storage of 140,186 acre-feet (AF), with a total gain of 190,729 AF and a total loss of 50,543 AF. Shasta Reservoir decreased by 18,013 AF, while San Luis Reservoir, an off-stream reservoir for the Central Valley Project and State Water Project, increased its storage by 21,914 AF.

[Reservoir Levels](#) as of November 23 remain low, including: Castaic Lake 32% of capacity (43% of year to date average); Don Pedro 32% of capacity (49% of average); Exchequer 7% of capacity (15% of average); Folsom Lake 14% of capacity (29% of average); Lake Oroville 27% of capacity (44% of average); Lake Perris 35% (45% of average); Millerton Lake 32% of capacity (77% of average); New Melones 11% of capacity (20% of average); Pine Flat 13% of capacity (35% of average); San Luis 18% of capacity (33% of average); Lake Shasta 30% of capacity (50% of average); and Trinity Lake 20% of capacity (34% of average). An update of water levels at other [smaller reservoirs](#) is also available.

- **Weather Outlook:** A cold Pacific storm will bring widespread light to moderate precipitation in the northern and central coastal areas. Heavy snow in the mountains with snow extending down into the upper foothills is expected through Wednesday. Dry weather conditions return on Thanksgiving Day, but cool conditions will persist through the upcoming weekend. A low pressure system from the north will bring cooler weather in Southwestern California with occasional periods of mostly light showers into the weekend.

Local Government

- **Local Emergency Proclamations:** A total of 63 local Emergency Proclamations have been received to date from city, county, and tribal governments, as well as special districts:
 - o **29 Counties:** Butte, Colusa, Calaveras, El Dorado, Fresno, Glenn, Inyo, Humboldt, Kern, Kings, Lake, Madera, Mariposa, Merced, Modoc, Plumas, San Bernardino, San Joaquin, San Luis Obispo, Santa Barbara, Shasta, Siskiyou, Sonoma, Stanislaus, Sutter, Trinity, Tulare, Tuolumne, and Yuba.
 - o **13 Cities:** City of Live Oak (Sutter County), City of Lodi (San Joaquin County), City of Manteca (San Joaquin County), City of Montague (Siskiyou County), City of Porterville (Tulare County), City of Portola (Plumas County), City of Ripon (San Joaquin County), City of San Juan Bautista (San Benito County), City of Santa Barbara (Santa Barbara County), City of Rancho Cucamonga (San Bernardino County), City of West Sacramento (Yolo County), City of Willits (Mendocino County) and the City of Fort Bragg (Mendocino County).
 - o **9 Tribes:** Cortina Indian Rancheria (Colusa County), Hoopa Valley Tribe (Humboldt County), Karuk Tribe (Siskiyou/Humboldt Counties), Kashia Band of Pomo Indians of the Stewarts Point Rancheria (Sonoma County), Picayune Rancheria of Chukchansi Indians (Madera County) Sherwood Valley Pomo Indian Tribe (Mendocino County), Tule River Indian Tribe (Tulare County), Yocha Dehe Wintun Nation (Yolo County), and Yurok Tribe (Humboldt County).
 - o **12 Special Districts:** Carpinteria Valley Water District (Santa Barbara County), Goleta Water District (Santa Barbara County), Groveland Community Services District (Tuolumne County), Lake Don Pedro Community Services District (Mariposa Stanislaus County), Mariposa Public Utility District (Mariposa County), Meiners Oaks Water District (Ventura County), Montecito Water District (Santa Barbara County), Mountain House Community Service District (San Joaquin County), Nevada Irrigation District (Nevada County), Placer County Water Agency (Placer County), Tuolumne Utilities District (Tuolumne County), and Twain Harte Community Services District (Tuolumne County).
- **Water Agency Conservation Efforts:** The Association of California Water Agencies (AWCA) [has identified](#) several hundred local water agencies that have implemented water conservation actions. These water agencies [are responding to the drought](#) by implementing conservation programs, which include voluntary calls for reduced water usage and mandatory restrictions where water shortages are worst.

ACWA released a Drought Response Toolkit to assist water agencies as they take action to meet state-mandated water conservation target and communicate information about water use restrictions, enforcement and other issues with their customers, media and other audiences.

- **County Drought Taskforces:** A total of 33 counties have established drought task forces to coordinate local drought response. These counties include: Butte, Colusa, Glenn, Humboldt, Kern, Kings, Lake, Madera, Mendocino, Merced, Modoc, Monterey, Napa, Nevada, Orange, Placer, Plumas, Sacramento, San Francisco, San Joaquin, San Luis Obispo, San Mateo, Santa Barbara, Santa Clara, Siskiyou, Stanislaus, Solano, Sutter, Tehama, Trinity, Tulare, Tuolumne, and Yolo.
- **Tribal Taskforce:** A total of 7 tribes have established drought task forces to coordinate tribal drought response. These tribes include: Hoopa Valley Tribe (Humboldt County), Hopland Tribe (Mendocino County), Karuk Tribe (Siskiyou County), La Jolla Band of Luiseno Indians (San Diego County), Sherwood Valley Tribe (Mendocino County), Trinidad Tribe (Humboldt County), and Yurok Tribe (Humboldt and Del Norte County).

DROUGHT RELATED WEBSITES FOR MORE INFORMATION

[Drought.CA.Gov](#): California's Drought Information Clearinghouse

State's Water Conservation Campaign, [Save Our Water](#)
Local Government, [Drought Clearinghouse and Toolkit](#)

California Department of Food and Agriculture, [Drought Information](#)
California Department of Water Resources, [Current Water Conditions](#)
California Data Exchange Center, [Snow Pack/Water Levels](#)
California State Water Resources Control Board, Water Rights, [Drought Info and Actions](#)
California Natural Resources Agency, [Drought Info and Actions](#)
State Water Resources Control Board, Drinking Water, [SWRCB Drinking Water Program](#)
California State Water Project, [Information](#)

[U.S. Drought Monitor](#) for Current Conditions throughout the Region
[U.S. Drought Portal](#), National Integrated Drought Information System (NIDIS)
National Weather Service [Climate Predictor Center](#)
USDA Drought Designations by County [CA County Designations](#)
USDA Disaster and Drought Assistance Information [USDA Programs](#)
U.S. Small Business Administration Disaster Assistance Office



CITY COUNCIL AGENDA – DECEMBER 1, 2015

SUBJECT: Annual Meeting of the Porterville Public Financing Authority

SOURCE: Community Development

COMMENT: In 1992, the Porterville Public Financing Authority was formed designating the City Council members as directors. According to the Authority's By-laws, an annual meeting is to be held each year to report on the progress of the Redevelopment Projects being funded by Bond Issue #1, issued in December 1992. In September 2008, the Redevelopment Agency refinanced the Tax Allocation Bonds for the purpose of financing the Porterville Hotel Project and related housing project. The same reporting requirements are necessary.

A status report for these projects is provided as an attachment to this agenda item.

RECOMMENDATION: That the City Council, sitting as the Porterville Public Financing Authority, hold a public meeting in accordance with the Authority's By-laws, accept public comment, and approve the 2015 Status Report for the Redevelopment Bond Issue #1 and refinance of Tax Allocation Bond Projects.

ATTACHMENTS: 1. 2015 Status Report for Redevelopment Bond Issue #1 and Refinance of the Tax Allocation Bond Projects

Appropriated/Funded: MB

Review By:

Department Director:

Jenni Byers, Community Development Director

Final Approver: John Lollis, City Manager

PORTERVILLE REDEVELOPMENT AGENCY

**Bond Issue No. 1 and
Refinance of Tax Allocation Bonds**

**Status Report
As of September 30, 2015**

1992 Total Bond Issue: \$6,185,000

Redevelopment Fund \$4,682,242

Low and Moderate Income Housing Fund \$1,170,561

2008 Total Refinance Bond Issue: \$8,475,000

Redevelopment Fund \$6,675,000

Low and Moderate Income Housing Fund \$1,800,000

REDEVELOPMENT FUND	STATUS
Projects:	
Porterville Hotel Project	Property owned by the Successor Agency. Final clean up in process
Streetscape:	
Main Street – Morton Avenue to Olive Avenue (includes conversion of Main Street, Second Street and Hockett Street to two-way traffic)	Complete
Putnam Avenue and Olive Avenue – Hockett Street to Second Street	Design Phase Complete
Street and Pedestrian Lighting of side streets	Construction Documents Complete
Alley Lighting – Morton Avenue to Olive Avenue	Construction Documents Complete
Street Furnishings	Phase I Complete; Additional Phases to be accomplished as funds become available
Main Street – Olive Avenue to Orange Avenue	Design Phase Complete
Parking Lots – Construction and Acquisition:	

REDEVELOPMENT FUND	STATUS
Second/Harrison	Complete
Hockett/Oak	Complete
Railroad – Fourth, Morton to Thurman	Phase I Complete Acquisition of parcels from Morton to Harrison. One parcel sold in 2003-04. Second parcel sold in 2012-13
Second/Olive and adjacent lots	Complete
Building Renovation:	
Financial Incentive Program	14 Façade Renovations Complete
Building Assistance:	
Chamber of Commerce Office Complex	Complete
Loan Repayment:	
City Loan Repayment – Risk Management Fund Loan 1	Complete

LOW AND MODERATE INCOME HOUSING FUND	STATUS
Villa Siena – (Macfarlane & Costa) 70 unit multi use Low and Moderate Housing Project	Project completed and units rented. RDA provided the \$930,000 long term loan per the executed Affordable Housing Agreement.
Low and Moderate First-Time Homebuyer Program HOME Grant Match No. 1 (1994)	Complete - \$250,000 expended
Low and Moderate First-Time Homebuyer Program HOME Grant Match No. 2 (Year 2002)	Complete - \$121,951 expended
Low Income Homebuyer Casas Buena Vista Homebuyer Assistance	Complete - \$425,342 expended
Casas Buena Vista Project Common Area Improvements, Utilities, Meeting Expenses, Escrow Costs, Debt Service	Complete - \$321,830 expended
Multifamily Rental Construction Program :	
Project #1: St. James Place Construction Complete February 2005	Complete - \$254,000 expended (served as the 25% match for the

LOW AND MODERATE INCOME HOUSING FUND	STATUS
Project #2: Date Avenue Apartments Infrastructure	\$1,000,000 HOME grant) Complete - \$115,000 expended

LOW AND MODERATE INCOME HOUSING FUND	STATUS
Implementation Plan	Complete - \$24,364 expended

Note: Bond funds have been allocated toward the highest priority projects as detailed in the Redevelopment Strategic Plan. Projects detailed in the Redevelopment Strategic Plan with a lower priority ranking are not included in this Status Report due to lack of available funds.